



U.S. Department
of Transportation
**Federal Aviation
Administration**



SDR

Service Difficulty Reporting

Summary

April 12, 1998 - April 18, 1998

AIR CARRIER, ZAC-326

You can improve Air Safety by reporting the problem when you see it!

SECTION

- I Significant Occurrence Report
- II Domestic Service Difficulty Report
- III International Service Difficulty Report
- IV Index By Operator
- V Index By Aircraft Make and Model
- VI Joint Aircraft System/Component Code Table

ISSUE: 98-16



U.S. Department
of Transportation
**Federal Aviation
Administration**

SDR SUMMARY

Air Carrier, ZAC-326



This summary includes domestic (United States) Service Difficulty Reports (SDRs) (which are the same as mechanical reliability reports or MRRs) entered into the data base for aircraft weighing over 12,500 lbs. All helicopter are excluded from this report (see the General Aviation SDR Summary, ZAC-327). A separate section for International SDRs for aircraft weighing over 12,500 lbs. has also been included. Under a data exchange agreement, International SDRs are submitted to the FAA by the Civil Aviation Authority of other countries (currently, Canada - CAN, and Australia - AUS). All reports are sorted by aircraft make, model group (basic model), and Joint Aircraft System/Component (JASC) code. Within each aircraft model group, the specific model shown may vary, but similar types of reports will be grouped together and listed in ascending order by their JASC code. Each field contains all information submitted to the FAA. Some fields are not included in order to make the summary easier to read. Reports of significance are highlighted with a star border. Additional information may be obtained by referring to the "operator control number." Send your request to the Aviation Data Systems Branch, AFS-620 at the address or phone below.

The Regulatory Support Division (AFS-600) has established a "HomePage" on the Internet through which the same information is available. There is a large quantity of other information available through the AFS-600 HomePage such as the most current SDR system codes (i.e., Joint Aircraft System\Component Codes). The SDR Question and Answer Section of the Summary will also be transferred to the AFS-600 HomePage to simplify the process of preparing the SDR Summaries in the PDF format each week. There are "hot buttons" to take you to other locations and sites where FAA Flight Standards Service Information is available. The AFS-600 "HomePage" address is:

<http://www.mmac.jccbi.gov/afs/afs600>

“The Service Difficulty Reports in this publication are derived from unverified information submitted by the aviation community without FAA verification for accuracy. The number of SDRs submitted is not an indication of the mechanical reliability or fitness of an airline or individual operator, and the information should not be used as such.”

Comments are welcomed and may be directed to:

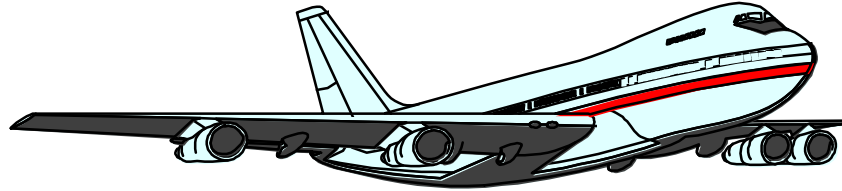
*Federal Aviation Administration
Aviation Data Systems Branch, AFS-620
P.O. Box 25082
Oklahoma City, OK 73125-5029
Phone: (405) 954-4171, Fax: (405) 954-4748*

Your continued participation is essential and is an integral part of ensuring aviation safety. Thank you for supporting the Service Difficulty Program! If you have any questions regarding this special notice you can contact John Jackson at (405) 954-6486, or Jim Gillespie at (405) 954-1141, or Blake McDonald at (405) 954-0307 in the Aviation Data Systems Branch (AFS-620). Their E-mail addresses are:

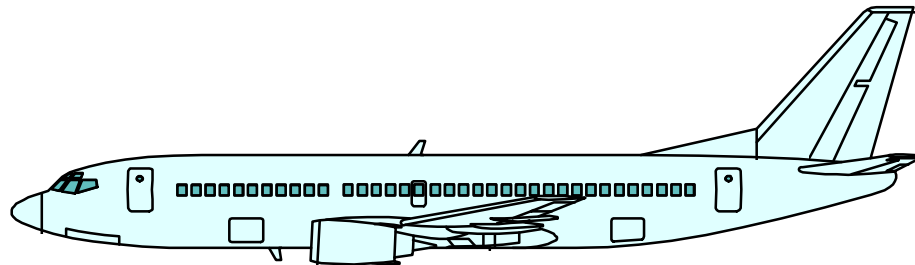
john_e_jackson@mmacmail.jccbi.gov

james_gillespie@mmacmail.jccbi.gov

blake_mcdonald@mmacmail.jccbi.gov



SIGNIFICANT OCCURRENCE REPORT





U.S. Department
of Transportation
**Federal Aviation
Administration**

THE SIGNIFICANT OCCURRENCE REPORT



The Significant Occurrence Report is a compilation all of the star bordered reports that appear in the Air Carrier Service Difficulty Report (SDR) Summary, ZAC-326. The Significant Occurrence Report is used to highlight industry problem areas to field inspectors and the aviation public.

Limited analysis is performed by the Aviation Data Systems Branch, AFS-620 during the preparation of the "Significant Occurrence Report", which is generated each week and is included in the front of the Air Carrier SDR Summary. Significant Reports are hand selected by AFS-620's inspectors based on the individual merit of each report. The criteria for selection includes, but is not limited to, items that indicate high failure rates; items related to accidents or incidents; or design or maintenance failures which may affect the safe operation of the aircraft.

In some cases, this limited analysis of SDR data leads to the preparation of information bulletins which are routed to the appropriate product certification office for further investigation of the problem. The end result may be the issuance of an airworthiness directive (AD) by the Aircraft Certification Service (AIR) if warranted.

The Significant Occurrence Report (section I) of the weekly SDR Summary is not intended to be a summary of all significant events and should not be used as such. We recommend that you review further the applicable sections of the SDR summary that may be of interest.

Immediately following the Significant Occurrence Reports is the Significant Occurrence Report Index. This index provides a historical perspective to the selected Significant Occurrences Reports, and can be useful in helping to identify potential trends. All SDR's with the same part number are compiled; sorted by year and aircraft model; and then the totals are calculated for each part number. Remember, the index includes part numbers of the suspect "Part" causing the problem, only if the part number is provided in the current week's star bordered SDR's.

SIGNIFICANT OCCURRENCE REPORT

4/12/98 - 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7240			LYC ALF502R5			COMBUSTION LINER 213111059	CRACKED ENGINE		9/12/97 CA970923012
*****	(CAN) REMOVAL OF COMBUSTION TURBINE MODULE REVEALED TOTAL 360 DEG SEPARATION OF INNER LINER AT THE SPOT WELD LINE AT HEADER MARRY-UP POINT. INNER LINER REMAINED SECURED TO 1ST NOZZLE ATTACH LIP WHEN OUTER LINER AND HEADER REMOVED WITH NOZZLE. NO CHANGE IN ENG PERFORMANCE HAD BEEN REPORTED.								
7250			ALLSN 250C20B			RETAINING RING 6726656244	DETACHED NR 5 BEARING		7/30/96 CA960813007
*****	(CAN) MAG PLUG LIGHT ON ENGINE NR 2. FOUND METAL ON BOTH PLUGS AND ON DISASSEMBLY FOUND THE RETAINING RING AND THE FLAT WASHER WHICH HOLD THE NR 5 BEARING OUTER RACE, RESTING IN THE BEARING BORE AREA. IT WAS UNDETERMINED HOW THE RING CAME OUT OF ITS GROOVE OR WHETHER IT WAS INSTALLED PROPERLY TO BEGIN WITH. THE POWER TURBINE WAS FREE TO MOVE AXIALLY AS THE NR 5 BEARING IS THE THRUST BEARING IN THIS CASE.								
7250			LYC ALF502R5		200381012	ROTOR 2121051R35	FAILED 1ST TURBINE	21542	2/5/97 CA970226070
*****	(CAN) PILOT REPORTED NR 3 ENGINE FAILED ON TAKEOFF. DURING SPOOL UP AND PRIOR TO N1, A LOUD BANG WAS HEARD AND THE NR 3 ENGINE PARAMETERS WENT TO ZERO. STRIP DOWN FOUND 1ST STAGE TURBINE ROTOR HAD FAILED, POSSIBLY A BLADE FAILURE, CAUSING A COMPLETE FAILURE OF COMBUSTOR SECTION. INVESTIGATION BEING CARRIED OUT. PART TC: 27,857.								
2210 CLCA	707HE 20124	BOEING 707330C				COUPLER 187491A	DEFECTIVE E/E COMPT	1832	3/17/98 98ZZZM432
*****	ON CAC FLT 47 MIA/SAL, A/C ENCOUNTERED 'DUTCH ROLLS' PASSING 28,000 FEET. TURNING YOKE TO RIGHT ALLOWED CONTROL OF ROLL TO SOME DEGREE. YOKE IN NEUTRAL AND CLOSING INBOARD SPOILER SWITCH DAMPENED THE OSCILLATION, BUT NOT COMPLETELY. A/C DUMPED FUEL AND AIR RETURNED TO MIA. ON GROUND MAINTENANCE REPLACED YAW DAMPER COUPLER AND OPS CHECKED PER MM 22-6-00. ALSO, REMOVED AND REPLACED RUDDER POWER CONTROL UNIT. OPS CHECKED PER ADJUSTMENT TEST, MM 27-12-121. AIRCRAFT RETURNED TO SERVICE. (M)								
7250 RYNA	421EX 19099	BOEING 72722C	PWA JT8D7B			TURBINE	DAMAGED NR 2 ENGINE		2/25/98 98ZZZM439
*****	FLT 613 - IND-CLT - HAD AN AIR TURN BACK TO IND. ON DEPARTURE FROM IND FELT VIBRATION IN RUDDER PEDAL'S AND FLOOR. NR 2 ENGINE HAD LOW N1 AND LOW EPR AND HIGH EGT. REMOVED AND REPLACED NR 2 ENGINE DUE TO TURBINE DAMAGE. (M)								
7314 K3HA	8880Z 21453	BOEING 727225	PWA JT8D9A			FUEL PUMP 878200	FAILED NR 1 ENGINE		4/9/98 K3HA980051
*****	NR 1 ENGINE FAILED IMMEDIATELY AFTER LIFT OFF. SECURED FAILED ENGINE. ATTEMPTED RESTART AS PER PROCEDURES. NO FUEL FLOW, NO START. ENGINE WINDMILLED 24 MINUTES WITH OIL PRESSURE AT 15 TO 18 PSI. REPLACED NR 1 ENGINE FUEL PUMP PER MM MANUAL 73-11-011. LEAK CHECK, OPERATIONAL CHECK NORMAL.								
2720		BOEING 737248C	PWA JT8D9A		SPERRY 2588880901	COUPLER 2588880901	MALFUNCTION YAW DAMPER		3/17/98 30914 CA971216031
*****	(CAN) IN CRUISE DURING LIGHT CHOP, AIRCRAFT BEGAN TO EXPERIENCE A 10 DEGREE DUTCH ROLL ACCOMPANIED BY YAW, GPS INPUT, YAW DAMPER AND AUTOPILOT CONTROL WERE DEACTIVATED IN ATTEMPT TO REDUCE THE CONDITION. YAW DAMPER WAS THEN RE-ACTIVATED AND THE CONDITION SUBSIDED. PRECAUTIONARY RUDDER PCU SLIDE CHECK CARRIED OUT, NO FAULT FOUND. YAW DAMPER COUPLER REPLACED. PART TC: 29,003.								
7110 AWXA	189AW 22656	BOEING 737277				COWLING 1731010513	FELL OFF LT ENGINE		4/3/98 AWXA9800090
*****	LEFT ENGINE COWLING FELL OFF AFTER TAKOFF. RENISTALLED COWLS PER R5M78001 AND THRUST REVERSER ASSY.								
7200 CALA	14320 23371	BOEING 7373T0	GE CFM563B1			ENGINE	FAILED NR 1		4/4/98 CALA9800643
*****	THE NR 1 ENGINE STOPPED WHILE EN ROUTE FROM SAL TO IAH. THE AIRCRAFT WAS DIVERTED TO MID WHERE IT LANDED WITHOUT INCIDENT. THE NR 1 ENGINE WAS REMOVED AND REPLACED.								

***** DENOTES SIGNIFICANT OCCURRENCE

SIGNIFICANT OCCURRENCE REPORT (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2410 UALA	154UA 20103	BOEING 747123	PWA JT9D7A		SUNDSTRAND 705117E	CSD	FAILED NR 4 ENGINE		3/6/98 98UAL900108
*****	APPROXIMATELY ONE HOUR PRIOR TO ARRIVAL AT HNL NR 4 ENGINE CSD OVER TEMPERATURE. PROCEDURES 733 AND 734 INEFFECTIVE IN DISCONNECTING THE CSD. SHUT DOWN NR 4 ENGINE. LANDED UNDER AMBER ALERT. *S/D* ROOT CAUSE CANNOT BE DETERMINED DUE TO EXTENSIVE DAMAGE TO CSD. THE UNIT WILL BE SCRAPPED. THE SOLDER FOR THE DISCONNECT SOLENOID WIRES WAS MELTED AND IT CANNOT BE DETERMINED WHEN IT OCCURRED. THE CSD WAS REPLACED.								
7230 TWRA	611FF 20502	BOEING 747282B	PWA JT9D7J			COMPRESSOR	STALLED NR 3 ENGINE		3/28/98 TWRA9815
*****	IN CRUISE, SUSPECT COMPRESSOR STALL NR 3 ENGINE FOLLOWED BY POWER LOSS AND FLAME OUT. VIBRATION REPORTED BY FLIGHT ATTENDANTS AT TIME OF POWER LOSS. NO EGT OR ENGINE PARAMETERS EXCEEDED. ENGINE SHUT DOWN 1540Z. RELIGHT AT 1545Z, OPS NORMAL REMAINDER OF FLT. REMOVED AND REPLACED MAIN FUEL FILTERS, CONDUCTED BOROSCOPE INSPECTION. NO DISCREPANCY NOTED. INSPECTED INLET AND EXHAUST SECTIONS, LEAK CHECK PERFORMED, NONE NOTED MM REF 71-00-00 AND 72-00-00. (M)								
7200 UALA	555UA 26647	BOEING 757222	PWA PW2037			ENGINE	MALFUNCTIONED RIGHT		4/3/98 98UAL900136
*****	RETURNED TO FIELD AFTER HEARING LOUD NOISE AND SEEING A FLASH FROM THE RIGHT SIDE OF AIRCRAFT. ENGINES OPERATED NORMALLY UPON RETURN.								
2730 DXTR	546QS 259046	BRAERO HAWKER1000				PULLEY B178008	BINDING ELEV CABLE		3/1/98 98ZZZX1439
*****	CONTROL COLUMN IS STIFF IN MOVEMENT FORE AND AFT. FOUND ELEVATOR CABLE PULLEY UNDER CHART CASE FLOOR (P/N F46) RUBBING FORWARD STATIC LINE. REPOSITIONED LINE.								
2435 KC2R	621MT 258036	BRAERO BAE125800A			LUCAS 23080005	BEARING 03601018	FAILED START/GENERATOR		3/10/98 800 98ZZZX1438
*****	OPERATOR NOTICED VIBRATION ON ENGINE. STARTER/GENERATOR WAS REMOVED AND INSPECTED. THERE WAS ENOUGH SIDE MOVEMENT OF ARMATURE THAT THE FAN BLADES RUBBED INSIDE OF COVER. DISASSEMBLED UNIT AND FOUND BOTH BEARINGS HAD FAILED. DISASSEMBLED END BEARING AND FOUND BALL RETAINER RIVETS HAD SHEARED AND ALLOWED BALLS TO MOVE RANDOMLY ALLOWING ARMATURE TO MOVE OFF CENTER.								
3230 BR0A	2616D 402C0115	CESSNA 402C				BOLT AN17520	FAILED LT MLG TORQ LINK		4/1/98 98ZZZX1486
*****	PILOT WAS LANDING ACFT WITH A CROSSWIND FROM THE RIGHT. PILOT TOUCHED DOWN ON RIGHT MAIN GEAR FIRST, AND THEN ON THE LEFT. AS ACFT DECELERATED WITH LITTLE OR NO APPLIED BRAKING ACTION, IT STARTED TO WOBBLE AND VEERED TO THE LEFT COMING TO A STOP OFF OF THE LEFT HAND SIDE OF THE RUNWAY. APPARENTLY, THE LEFT HAND TORQUE LINKS ON THE MAIN GEAR HAD SEPARATED CAUSING THE ACFT TO VEER TO THE LEFT. THE BOLT FOR THE TORQUE LINKS WAS STILL IN THE LOWER LINK, AND THE NUT WAS FOUND CLOSE TO THE TOUCHDOWN SPOT. THE THREADS OF THE NUT WERE STTRIPPED AND PIECES OF THE COTTER PIN WERE STILL IN THE HOLE ON THE BOLT.								
2730 FXLA	507DC 45855	DOUG DC851				CRANK ASSY 4644177	CRACKED RT ELEVATOR	69023	3/21/98 98ZZM442
*****	ON ARRIVAL MIA PILOT REPORTED LEFT WING VERY HEAVY ON TAKEOFF AND LANDING. GROUND INSPECTION REVEALED A BROKEN CRANK ASSEMBLY AT THE RIGHT ELEVATOR BUS TORQUE TUBE. THE BREAK OCCURRED AT THE LARGE DIAMETER HOLE WHERE THE CRANK ASSY MOUNTS ON THE ELEVATOR BUS TORQUE TUBE. IT APPEARS A CRACK EMANATED FROM THE THROUGH BOLT RETAINING HOLE OF THE CRANK CAUSING THE CRANK TO SEPARATE FROM THE BUS TORQUE TUBE. THE CRANK ASSY WAS REPLACED AND AIRCRAFT RETURNED TO SERVICE. (M)								
5610 USAA	818US 48098	DOUG DC982				WINDOW	OUT OF ADJUST RT COCKPIT		3/26/98 USAAD98057
*****	PHL - FLT 1484 - THE FLIGHT WAS AIRBORNE FOR JUST A FEW MINUTES WHEN THE FIRST OFFICERS WINDOW LATCHED INTO THE OPEN POSITION AND COULD NOT BE CLOSED. THE FLIGHT RETURNED TO PHL WHERE LANDING WAS WITHOUT FURTHER INCIDENT. MAINTENANCE FOUND THE WINDOW FRAME COMPOUND WAS NOT SMOOTH AND THE LOCK HANDLE OUT OF ADJUSTMENT. SMOOTHED COMPOUND AND ADJUSTED LOCK. (M)								

***** DENOTES SIGNIFICANT OCCURRENCE

SIGNIFICANT OCCURRENCE REPORT (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7210		MTSBSI	GARRTT			BULL GEAR	FAILED		2/21/97
		MU2B35	TPE3316			8937394	GR BOX	1755	CA970226002
*****	(CAN) DURING CRUISE, THE RIGHT HAND ENGINE SUDDENLY FEATHERED. ENGINE SECURED. INSPECTION FOUND THAT THE BULL GEAR HAD FAILED EITHER IN THE GEAR TOOTH BASE AND/OR THE WEB DISK OR THE DISK RADIUS. COULD HAVE BEEN CAUSED BY FOREIGN OBJECT ENTERING THE GEAR MESH AREA. DAMAGE TO GEAR CAUSED LOSS OF ALL TEETH ON THE HIGH SPEED PINION AND LOSS OF DRIVE FROM THE POWER GROUP TO THE PROP, AS WELL AS DESTRUCTION OF THE SCAVENGE PUMP. DAMAGE CONFINED MAINLY TO THE DIAPHRAGM ASSEMBLY AND THE GEARBOX.								
3610	403BH	SAAB				CLAMP	FAILED		3/23/98
REXA	340A060	SF340A					LT ENGINE		REXA98076
*****	LEFT ENGINE LOST TORQUE AFTER TAKEOFF TEMP WENT TO 915 DEGREES. LEFT ENGINE SHUT DOWN AND RETURNED TO MEM. FOUND LEFT ENGINE HIGH PRESSURE BLEED PIPE CLAMP BOLT SHEARERD. REMOVED AND REPLACED CLAMP AND PERFORMED ENGINE. RUNS HELD AT 60, 70, 80, 90, 100 PERCENT. ALL GROUND RUNS OP CHECKED GOOD. (M)								
2750		ZLIN			MORAVAN	FLAP CONTROL	DEFECTIVE	1130	4/22/97
		Z242L			Z14343110000	CSN02210724	DETENT PIN		CA970918003
*****	(CAN) AS A RESULT OF DOING A FLEET INSPECTION THE FLAP CONTROL LEVER DETENT PIN WAS FOUND MIGRATING OUT OF POSITION DUE TO FAILURE OF THE COTTER PIN. SUBMITTER RECOMMENDS INSPECTING THIS AREA.								

(End of SIGNIFICANT OCCURRENCE REPORT)

FEDERAL AVIATION ADMINISTRATION
SIGNIFICANT OCCURRENCE REPORT INDEX

Showing Specific Part Numbers and Aircraft Model by Year

FOR THE PERIOD OF: 4/12/98 To 4/18/98

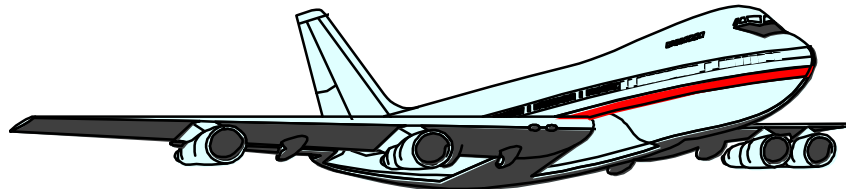
<u>PART NUMBER</u>		<u>TOTAL</u>	<u>YEAR</u>											
<u>PART NAME</u>	<u>ACFT MODEL</u>		<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>
03601018														
BEARING	BAE125800A	1	-	-	-	-	-	-	-	-	-	-	-	1
	JETSTM3212	1	-	-	-	-	-	-	-	-	-	1	-	-
	SA227AC	1	-	-	-	-	-	-	-	-	-	-	1	-
TOTAL of # 03601018		3	-	-	-	-	-	-	-	-	-	1	1	1
1731010513														
COWLING	737277	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 1731010513		1	-	-	-	-	-	-	-	-	-	-	-	1
187491A														
COUPLER	707330C	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 187491A		1	-	-	-	-	-	-	-	-	-	-	-	1
2121051R35														
ROTOR	unknown	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 2121051R35		1	-	-	-	-	-	-	-	-	-	-	-	1
213111059														
COMBUSTION LINER	unknown	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 213111059		1	-	-	-	-	-	-	-	-	-	-	-	1
2588880901														
CARD	737217	1	-	-	-	-	-	-	-	-	-	-	1	-
COUPLER	727223	1	-	-	-	-	-	-	-	-	-	-	-	1
	727228	1	-	-	-	-	-	-	-	-	1	-	-	-
	7272J7	1	-	-	-	-	-	-	-	-	-	-	1	-
	7272S7	1	-	-	-	-	-	-	-	-	1	-	-	-
	737222	1	-	-	-	-	-	1	-	-	-	-	-	-

FAA SIGNIFICANT OCCURRENCE REPORT INDEX 4/12/98 To 4/18/98 (cont'd)

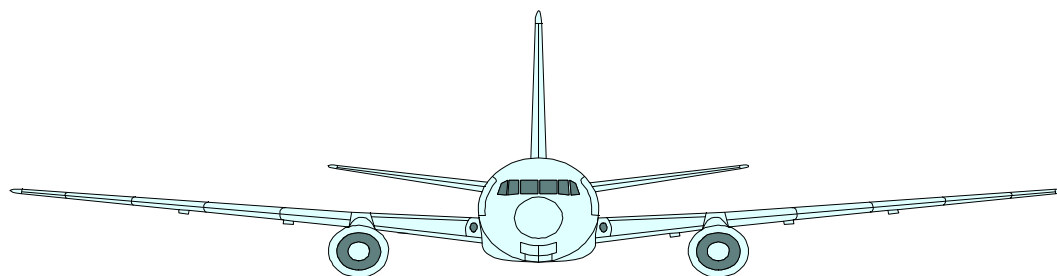
<u>PART NUMBER</u>		<u>YEAR</u>													
<u>PART NAME</u>	<u>ACFT MODEL</u>	<u>TOTAL</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	
2588880901															
COUPLER	737248C	1	-	-	-	-	-	-	-	-	-	-	-	1	
YAW COUPLER	737222	1	-	-	-	-	-	-	-	-	-	1	-	-	
	737291	1	-	-	-	-	-	-	-	-	-	1	-	-	
YAW DAMPER	737217	1	-	-	-	-	-	-	-	-	-	1	-	-	
	7372A6	1	-	-	-	-	-	-	-	1	-	-	-	-	
TOTAL of # 2588880901 - - - - -		11	-	-	-	-	-	1	-	1	2	3	2	2	
4644177															
CRANK ASSY	DC851	1	-	-	-	-	-	-	-	-	-	-	-	1	
TOTAL of # 4644177 - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1	
6726656244															
RETAINING RING	unknown	1	-	-	-	-	-	-	-	-	-	-	-	1	
TOTAL of # 6726656244 - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1	
878200															
FUEL PUMP	727225	1	-	-	-	-	-	-	-	-	-	-	-	1	
TOTAL of # 878200 - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1	
8937394															
BULL GEAR	JETSTM3101	1	-	-	-	-	-	-	1	-	-	-	-	-	
	MU2B35	1	-	-	-	-	-	-	-	-	-	-	-	1	
TOTAL of # 8937394 - - - - -		2	-	-	-	-	-	-	1	-	-	-	-	1	
AN17520															
BOLT	402C	2	-	-	-	-	-	1	-	-	-	-	-	1	
	421C	1	-	-	-	-	-	-	-	-	-	-	-	1	
TOTAL of # AN17520 - - - - -		3	-	-	-	-	-	1	-	-	-	-	-	2	
B178008															
PULLEY	HAWKER1000	1	-	-	-	-	-	-	-	-	-	-	-	1	
TOTAL of # B178008 - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1	
CSN02210724															
FLAP CONTROL	Z242L	1	-	-	-	-	-	-	-	-	-	-	-	1	

FAA SIGNIFICANT OCCURRENCE REPORT INDEX 4/12/98 To 4/18/98 (cont'd)

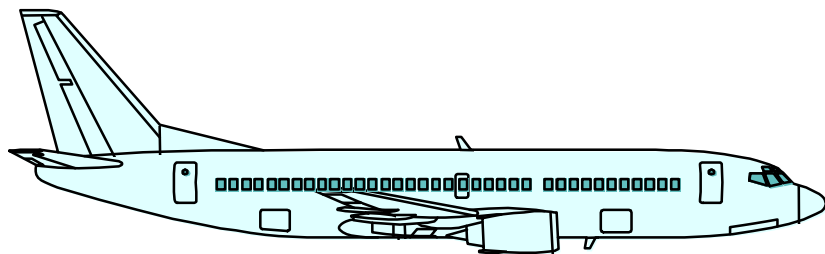
<u>PART NUMBER</u>		<u>YEAR</u>												
<u>PART NAME</u>	<u>ACFT MODEL</u>	<u>TOTAL</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>
TOTAL of # CSN02210724 - - - - -		1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL for ALL (27) PART NUMBERS: - - - -		28	-	-	-	-	-	2	1	1	2	4	3	15
END OF SIGNIFICANT OCCURRENCE REPORT INDEX														



DOMESTIC



SERVICE DIFFICULTY REPORT



DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY**4/12/98 - 4/18/98 ISSUE: 98-16 ZAC-326**

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7230 RMXA			ALLSN 250C28			DIFFUSER VANE 23007208	DEFECTIVE ENGINE	2/13/98	98ZZZX1498
DIFFUSER VANE DEFECT. REPLACED ONE STUD.									
3234 SIMA	422MQ 0028	AEROSP ATR42300				SELECTOR VALVE 1005383Y00	INOPERATIVE LANDING GEAR	3/26/98	SIMA980851
ORD - FLT 4351 - DURING CLIMB-OUT, CREW WAS NOT ABLE TO RETRACT GEAR. CREW RETURNED TO ORD SAFELY. NO FURTHER INCIDENTS WAS REPORTED. RA1'D L/G SELECTOR VALVE. PERFORMED RETRACTION CHECK SATISFACTORILY AND RETURNED A/C TO SERVICE. (M)									
3350 C2XA	14819 156	AEROSP ATR42320				LIGHT 0341516	INOPERATIVE CABIN	3/20/98	C2XA98IA080
IAH - DURING C-CHECK INSPECTION, FOUND PASSENGER DOOR EMERGENCY LIGHT INOPERATIVE. MAINTENANCE REMOVED AND REPLACED THE FUSE. THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
3350 C2XA	14834 193	AEROSP ATR42320				BULB 44	FAILED CABIN	3/14/98	C2XA98BT022
DURING LINE CHECK, FOUND MAIN CABIN ENTRY DOOR EMERGENCY EXIT LIGHT INOP. RELAMPED ENTRY DOOR EXIT LIGHT. OPS CHECK GOOD. (M)									
5230 C2XA	14819 156	AEROSP ATR42320				HINGE S52376519216	CRACKED CARGO DOOR	3/20/98	C2XA98IA082
IAH - DURING C-CHECK INSPECTION, FOUND FORWARD CARGO DOOR, DOOR SIDE HINGE CRACKED AT FORWARD LUG. MAINTENANCE REMOVED AND REPLACED THE CARGO DOOR IAW ATR 42 MM JIC 52-31-00. THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5230 C2XA	14819 156	AEROSP ATR42320				FRAME S52376104204	CRACKED CARGO DOOR	3/20/98	C2XA98IA081
IAH - DURING C-CHECK INSPECTION, FOUND FORWARD CARGO DOOR FRAME CRACKED AFT OF THE ACTUATOR ATTACHMENT FITTING. MAINTENANCE REMOVED AND REPLACED THE CARGO DOOR IAW ATR42MM JIC 52-31-00. THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5315 C2XA	14819 156	AEROSP ATR42320				FLOORBEAM S5317320620000	CORRODED FUSELAGE	3/20/98	C2XA98IA079
IAH - DURING C-CHECK INSPECTION, FOUND CAPTAINS SIDE FLOOR CORRODED AT SEAT ATTACHMENT AREA. MAINTENANCE REMOVED AND REPLACED THE FLOORBEAM IAW ATR-42 SRM 53-17-70/51-25-02. THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5320 C2XA	14819 156	AEROSP ATR42320				STIFFENER S53671406202	CRACKED FUSELAGE	3/20/98	C2XA98IA077
IAH - DURING C-CHECK INSPECTION, FOUND VHF 2 FUSELAGE STIFFENER CRACKED. MAINTENANCE REMOVED AND REPLACED THE STIFFENER IAW ATR-42 SRM 51-25-02. THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5347 SIMA	251AE 250	AEROSP ATR42300				SEAT TRACKS S53678001210	CORRODED CABIN	3/19/98	98ZZZM420
SAW - DURING CPCP-4 INSPECTION, MAINTENANCE REPORTED THE RIGHT MID OUTBOARD, THE RIGHT AFT OUTBOARD, RIGHT AFT INBOARD, LEFT AFT OUTBOARD, LEFT AFT INBOARD, RIGHT FLIGHT ATTENDANT AND LEFT FLIGHT ATTENDANT SEAT TRACKS CORRODED. MAINTENANCE REMOVED AND REPLACED ALL SEAT TRACKS IAW SRM 51-25-04. AIRCRAFT RETURNED TO SERVICE. (M)									
5347 SIMA	251AE 250	AEROSP ATR42300				SEAT TRACKS S53678001202	CORRODED CABIN	3/19/98	98ZZZM419
SAW - DURING CPCP-4 INSPECTION, MAINTENANCE REPORTED THE RIGHT MID OUTBOARD, THE RIGHT AFT OUTBOARD, RIGHT AFT INBOARD, LEFT AFT OUTBOARD, LEFT AFT INBOARD, RIGHT FLIGHT ATTENDANT AND LEFT FLIGHT ATTENDANT SEAT TRACKS CORRODED. MAINTENANCE REMOVED AND REPLACED ALL SEAT TRACKS IAW SRM 51-25-04. AIRCRAFT RETURNED TO SERVICE. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5347 SIMA	251AE 250	AEROSP ATR42300				SEAT TRACKS S53678001200	CORRODED CABIN		3/19/98 98ZZZM418
SAW - DURING CPCP-4 INSPECTION, MAINTENANCE REPORTED THE RIGHT MID OUTBOARD, THE RIGHT AFT OUTBOARD, RIGHT AFT INBOARD, LEFT AFT OUTBOARD, LEFT AFT INBOARD, RIGHT FLIGHT ATTENDANT AND LEFT FLIGHT ATTENDANT SEAT TRACKS CORRODED. MAINTENANCE REMOVED AND REPLACED ALL SEAT TRACKS IAW SRM 51-25-04. AIRCRAFT RETURNED TO SERVICE. (M)									
5347 SIMA	251AE 250	AEROSP ATR42300				SEAT TRACKS S53570201202	CORRODED CABIN		3/19/98 SIMA980781
SAW - DURING CPCP-4 INSPECTION, MAINTENANCE REPORTED THE RIGHT MID OUTBOARD, THE RIGHT AFT OUTBOARD, RIGHT AFT INBOARD, LEFT AFT OUTBOARD, LEFT AFT INBOARD, RIGHT FLIGHT ATTENDANT AND LEFT FLIGHT ATTENDANT SEAT TRACKS CORRODED. MAINTENANCE REMOVED AND REPLACED ALL SEAT TRACKS IAW SRM 51-25-04. AIRCRAFT RETURNED TO SERVICE. (M)									
5610 C2XA	14819 156	AEROSP ATR42320				WINDSHIELD S53171123204	DEFECTIVE HOLE COCKPIT		3/20/98 C2XA981A078
IAH - DURING C-CHECK INSPECTION, FOUND DEFECT INDICATIONS ON WINDSHIELD NODE NR 5 FASTENER LOCATIONS DURING ACCOMPLISHMENT OF SSI 53-11-27. MAINTENANCE REAMED THE DEFECTIVE HOLES UNTIL DEFECT WAS REMOVED AND INSTALLED OVERSIZE FASTENERS IAW CONTINENTAL EXPRESS ECRA 5310-01086. THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
7600 FDEA	667FE 771	AIRBUS A300F4605R				COMPUTER	FAILED NR1 THRUST CONTL		4/9/98 98FDEA00261
NR 2 THROTTLE CONTINUES TO ROLL BACK ON ROTATION APPZ 1 THROTTLE WIDTH OK REST OF FLIGHT. TROUBLESHOT PER TSM 73-00-30 PG 105 FIG 103 NO THROTTLE VALID FAULT CODE CHECKED THROTTLE CONTROL EFFORT IAW M/M 76-11-00, DISPLACEMENT EFFORT NORMAL. REMOVED AND REPLACED NR 1 THRUST CONTROL COMPUTER PER M/M 22-36-34-4 AFS AND LAND TEST GOOD.									
2611 FDEA	415FE 349	AIRBUS A310203				CONTROL UNIT	MALFUNCTIONED MAIN DECK		4/11/98 98FDEA00264
98-0100, AT FL290 CREW RECEIVED AN ECAM WARNING OF MAIN DECK SMOKE WARNING. CREW DONNED 02 MASK AND FOLLOWED AFM PROCEDURES. NEVER DID SMELL SMOKE. DECLARED PRECAUTIONARY AND RETURNED TO AIRPORT. T/S SYSTEM PER TSM, ALL DETECTORS TESTED GOOD. BITE TEST OF ALL THREE MAIN DECK SMOKE DET CTL UNITS, CHKS GOOD. RAN NR 2 ENG AND NR 2 PACK, OPS CHK NORMAL. NO INDICATION OF SMOKE OR FIRE DAMAGE NOTED. ACFT RETURNED TO SERVICE. REMOVAL AND REPLACEMENT OF ALL THREE MAIN DECK CARGO COMPT. SMOKE DETECTOR CONTROL UNITS PRECAUTIONARY.									
2150 NWAA	309US 118	AIRBUS A320211				PACK	OVERHEAT NR 1		4/10/98 9806573209
FOLLOWING TAKEOFF, GRAY SMOKE WITH AN OILY SMELL WAS OBSERVED IN THE COCKPIT AND CABIN. CREW PERFORMED THE AIR CONDITIONING SMOKE PROCEDURE PER COCKPIT OPERATING MANUAL AND DECLARED AN EMERGENCY, RETURNED TO DTW, AND LANDED WITHOUT INCIDENT. NR 1 PACK WAS PLACED ON DEFERRAL PER MEL 21-52-01A. SUBSEQUENT MAINTENANCE TROUBLESHOOTING REVEALED NO DISCREPANCIES. NR 1 PACK OPERATIONALLY CHECKED OK.									
3310 NWAA	340NW 372	AIRBUS A320212				LIGHT EO05301	INOPERATIVE COCKPIT		4/10/98 9806563240
FOLLOWING TAKEOFF, SMOKE WAS OBSERVED IN THE COCKPIT AND A COCKPIT LIGHTING CIRCUIT BREAKER POPPED. CREW DONNED OXYGEN MASKS, DECLARED AN EMERGENCY, RETURNED TO DTW, AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE FIRST OFFICER'S FLOOR LIGHT ASSEMBLIES AND MAP LIGHT ASSEMBLY, OPERATIONAL CHECK OK.									
3350 NWAA	309US 118	AIRBUS A320211				CONNECTOR	LOOSE CABIN		4/9/98 9806373209
DURING TEST OF EMERGENCY LIGHTS, FOUND LIGHTS INOPERATIVE AT SEAT ROWS 19 TO 21ABC. MAINTENANCE SECURED CANNON PLUG AT SIDEWALL BELOW SEAT 19ABC, OPERATIONAL CHECK OK.									
3350 NWAA	323US 272	AIRBUS A320211				POWER SUPPLY 321454	INOPERATIVE CABIN	23908 516	4/10/98 9806383223
DURING TEST OF EMERGENCY LIGHT SYSTEM, RECEIVED FAULT RT OVERWING. MAINTENANCE REPLACED RIGHT OVERWING POLWER SUPPLY AND BATTERIES, OPERATIONAL CHECK OK.									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5347 AWXA	631AW 077	AIRBUS A320231				FLOOR TRACK ASNA2223	CORRODED BS 800		3/24/98 AWXA9800091
NR 4 FLOOR TRACK, STATION 800, AT FRAME 20 CORRODED NR 4 FLOOR TRACK, STATION 800, AT FRAME 20 CORRODED. REPAIRED PER SRM 53-00-15, FIG 201 PG 204 NR 4 FLOOR TRACK, STATION 800, AT FRAME 20 CORRODED, REPAIRED PER SRM 53-00-15, FIG 201 PG. 204.									
5347 AWXA	646AW 271	AIRBUS A320231				FLOOR TRACK ASNA2223	CORRODED BS 800		3/22/98 AWXA9800087
DURING SCHEDULED C-5 INSPECTION, FOUND NR 4 TRACK CORRODED STATION 800. TRACK REPLACED AS PER SRM 53-11-15, PAGE 217 AND 218.									
7510 NWAA	331NW 318	AIRBUS A320211	CFMINT CFM565A1			ANTI-ICE VALVE 3241951	MALFUNCTIONED ENGINE	22917 5623	4/14/98 9806543231
EN ROUTE, POSSIBLE ICING CONDITIONS WERE REPORTED. THE NR 1 ENGINE ANTI-ICE VALVE WOULD NOT OPEN. FLIGHT CREW DIVERTED TO COS. MAINTENANCE REPLACED THE ANTI-ICE VALVE.									
3411 Y2PA	817AA 233	AMD FALCOND				STATIC LINE	DAMAGED LT COCKPIT		3/18/98 Y2PA98014
CAPTAINS ALTIMETER SEVERALLY LAGS BEHIND CO-PILOTS. AFTER TOUCH DOWN ALTIMETER READ 1400 FEET THEN SLOWLY RETURNED TO 780 FEET. NO EMERGENCY PROCEDURES WERE NECESSARY AND THE AIRCRAFT RETURNED TO POINT OF DEPARTURE AT YIP. MAINTENANCE DISCOVERED THAT THE CAPTAIN'S STATIC LINE WAS KINKED. THE LINE WAS REROUTED AND A PITOT-STATIC SYSTEM CHECK WAS PERFORMED IAW DA-20 MM 34-10-1 WITH NO DEFECTS NOTED. (M)									
7321		BAG BAE146200A	LYC ALF502R		JFC3123	NOZZLE 105970	FRACTURED FCU PUMP	12803 920	4/6/98 98ZZZX1490
FUEL CONTROL FAILURE. ENGINE SHUT DOWN IN-FLIGHT. SUSPECT CAUSE: PUMP NOZZLE IS FRACTURED CAUSING SEVERE CONTAMINATION.									
2120 CX7A	828JS 708	BAG JETSTM3101				Y-DUCT 1379258L403	CRACKED BS 220		3/2/98 98ZZZM424
FLT 280 - MDW-GRR - LIGHT SMOKE AND ODOR EMANATED. CREW SHUT OFF FLOWS SMOKE SUBSIDED. ATC WAS NOTIFIED. AIRCRAFT RETURNED TO MDW WITHOUT FURTHER INCIDENT. AIRCRAFT WAS THEN FERRIED TO GRR. FLOWS DEFERRED. INSPECTION FOUND CRACKED Y-DUCT BLOWING AIR ON RESIDUAL HYDRAULIC FLUID BELOW BELLY OF AIRCRAFT. REPLACED DUCT AND CLEANED UP FLUID. AIRCRAFT RETURNED TO SERVICE. AIRCRAFT TOTAL TIME HOURS 19165.5. (M)									
3230 WTAA	425UE 798	BAG JETSTM3101				RADIUS ROD 1847F	WORN LT MLG		3/20/98 WTAA980049
SFO - LEFT MAIN LANDING GEAR INTRANSIT LIGHT REMAINS ILLUMINATED AFTER GEAR RETRACTION. MAINTENANCE REMOVED AND REPLACED LEFT MAIN RADIUS ROD. LANDING GEAR OPERATIONAL CHECK NORMAL. AIRCRAFT RETURN TO SERVICE. (M)									
3243 REXA	315PX 685	BAG JETSTM3101				MASTER CYLINDER	NO PRESSURE RT COCKPIT		3/22/98 REXA98075
FO LEFT BRAKE PEDAL NO PRESSURE. SERVICED FO'S BRAKE MASTER CYLINDER. (M)									
3260 WTAA	423UE 799	BAG JETSTM3101				SWITCH 622800200	FAILED RT MLG		3/5/98 WTAA980044
FAT - RIGHT GEAR INTRANSIT RED INDICATION FAILS TO ILLUMINATE. MAINTENANCE REPLACED RIGHT DOWNLOCK MICROSWITCH. OPERATIONAL CHECK SATISFACTORY. AIRCRAFT RETURNED TO SERVICE. (M)									
3411 REXA	317PX 688	BAG JETSTM3101				PITOT	WATER CONTAM FWD FUSELAGE		3/19/98 REXA98077
AIRSPEED INDICATORS ARE OFF BY 60 KNOTS. DRAINED PITOT WATER TRAPS. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3442 VTZA	470UE 814	BAG JETSTM3201				RADAR RT 6227337001	FAILED COCKPIT		3/20/98 VTZA9139
FLT 6357 - IAD-RDU - DURING CRUISE, AIRCRAFT MADE AN UNSCHEDULED LANDING DUE TO RADAR FAILURE. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED RADAR RT, OPS CHECK OK. AIRCRAFT WAS RELEASED AND RETURNED TO SERVICE. (M)									
7712 REXA	333PX 704	BAG JETSTM3101				CONNECTOR	MALFUNCTIONED RIGHT		3/18/98 REXA98072
RIGHT TORQUE FLUX ON TAKEOFF. SWAPPED CANNON PLUG ON RIGHT ENGINE TORQUE SIGNAL CONDITIONER FROM BRIDGE 1 TO BRIDGE 2. GROUND RUN AND OPERATIONAL CHECK GOOD. (M)									
2781 GUUA	189GA UB9	BEECH 1900				SWITCH	OUT OF ADJUST TE FLAPS		3/21/98 98ZZZM417
FLT 7475 - MIA-MCO - LANDING GEAR WARNING HORN AND INTRANSIT LIGHT REMAIN ON AFTER GEAR RETRACTION. A/C RETURNED TO MIA. STRAIGHTENED MICROSWITCH ACTUATOR ON FLAP SWITCH. (M)									
3240 AMWA	166YV UE166	BEECH 1900D				ACCUMULATOR	REQ'D SERVICE LT BRAKE SYSTEM	6452	2/28/98 98ZZZM435
FLT 5657 - AIRCRAFT LOST BRAKING FORCE ON LEFT SIDE AFTER LANDING IN ICT. ICT MAINTENANCE BLED BRAKE SYSTEM AND RETURNED THE AIRCRAFT TO SERVICE WITH NO FURTHER INCIDENT. (M)									
3260 GUUA	105GL UC105	BEECH 1900C				UNLOCK SWITCH	OUT OF ADJUST RT MLG		3/21/98 98ZZZM416
FLT 7427 - MIA/MCO - LANDING GEAR INTRANSIT LIGHT WOULD NOT EXTINGUISH AFTER TAKEOFF. AIRCRAFT RETURNED TO MIA. ADJUSTED RIGHT MAIN LANDING GEAR UNLOCK SWITCH. (M)									
5753 AMWA	176YV UE176	BEECH 1900D				SKIN	LOOSE RT TE FLAP		1/17/98 98ZZZM434
IN ICT AT OVERNIGHT DETAIL NR 1 INSPECTION, MAINTENANCE FOUND SEVERAL RIVETS LOOSE AND PULLED THROUGH THE SKIN ON THE BOTTOM SKIN OF RT INBOARD FLAP. REPAIRED IAW AMWA TO 1900-27-00-0001. (M)									
5753 AMWA	62ZV UE62	BEECH 1900D				SKIN	CRACKED LT TE FLAP		2/17/98 98ZZZM436
DURING AIRCRAFT ACCEPTANCE INSPECTION MAINTENANCE FOUND ATTACH BRACKETS WORN, A 6 INCH CRACK ON BOTTOM TE NEAR INBOARD END AND A 6 INCH CRACK ON TOP TE NEAR INBOARD END. REPAIRED CRACK IN TOP SKIN IAW SRM 57-00 AND BOTTOM SKIN IAW AIR MIDWEST TO 1900-27-00-0001. REPLACED BRACKETS IAW SRM 57-00. (M)									
7930 KI2R	85CR RK22	BEECH 400A				SWITCH 45AS410AA001	FAILED FILTER BYPASS		3/23/98 98ZZZX1491
OIL FILTER BYPASS SWITCH FAILED. REASON FOR REJECTION, NEW SWITCH WAS ALSO INTERNALLY SHORTED. ACCORDING TO RAYTHEON, VENDOR HAD A MANUFACTURING PROBLEM. REPLACED TWO SWITCHES AND BOTH HAD THE SAME PROBLEM.									
2210 CLCA	707HE 20124	BOEING 707330C				COUPLER 187491A	DEFECTIVE E/E COMPT	1832	3/17/98 98ZZZM432
***** ON CAC FLT 47 MIA/SAL, A/C ENCOUNTERED 'DUTCH ROLLS' PASSING 28,000 FEET. TURNING YOKE TO RIGHT ALLOWED CONTROL OF ROLL TO SOME DEGREE. YOKE IN NEUTRAL AND CLOSING INBOARD SPOILER SWITCH DAMPENED THE OSCILLATION, BUT NOT COMPLETELY. A/C DUMPED FUEL AND AIR RETURNED TO MIA. ON GROUND MAINTENANCE REPLACED YAW DAMPER COUPLER AND OPS CHECKED PER MM 22-6-00. ALSO, REMOVED AND REPLACED RUDDER POWER CONTROL UNIT. OPS CHECKED PER ADJUSTMENT TEST, MM 27-12-121. AIRCRAFT RETURNED TO SERVICE. (M)									
2121 RYNA	428EX 19097	BOEING 72722C				FAN 5007024620	FAILED COCKPIT		3/15/98 98ZZZM440
FLT 707 - DEN-IND - SMELLED SMOKE IN COCKPIT AT FLT LEVEL 33,000 FT. GASPER FAN CIRCUIT BREAKER POPPED. DIVERTED TO MCI, DECLARED AN EMERGENCY. REMOVED AND REPLACED GASPER FAN. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2530 TWAA	54345 21632	BOEING 727231				OVEN	DIRTY GALLEY		3/29/98 TWAA9804602
STL - FLT 492 - SMOKE WAS COMING FROM FWD LEFT OVEN IN FWD GALLEY. CREW TURNED OVEN OFF AND PULLED CB. FOUND FOOD STUCK ON OVEN RACK. REPLACED OVEN RACK. CHECK-C 6-1-97 MCI. (M)									
2611 GAIA	854AA 20995	BOEING 727223				SMOKE DETECTOR 302842	FAILED CARGO COMPT		2/25/98 GAIA9824
CARGO SMOKE LIGHT CAME ON LANDING IN TOL. NO SMOKE IN THE AIRPLANE. THE TAXI TO THE GATE WAS UNEVENTFUL. FOUND NR 5 SMOKE DETECTOR NOT OPERATING PROPERLY. REMOVED AND REPLACED NR 5 DETECTOR IAW B-727 MM, CHAPTER 26-10. FUNCTIONALLY CHECKS GOOD. AIRCRAFT RETURNED TO SERVICE WITH NO FURTHER DISCREPANCIES. (M)									
2612 GAIA	751US 21513	BOEING 727214				FIRE LOOP 894120	SHORTED NR 2 ENGINE		2/27/98 GAIA9827
NR 2 ENGINE FIRE INDICATIONS IN FLIGHT, LIGHT AND BELL. AIRCRAFT MADE AN UNEVENTFUL RETURN TO TOL. REMOVED AND REPLACED NR 2 ENGINE LOWER FIRE DETECTION LOOP IAW B-727 MM 26-10. OPERATIONAL CHECKS GOOD ON GROUND. AIRCRAFT RETURNED TO SERVICE. (M)									
2710 MZZA	623DH 20895	BOEING 727264				CABLE	MISINSTALLED RT WING		3/2/98 MZZA98101
KUL - RT AILERON BODY CABLE SYSTEM, AFT QUADRANT ABOVE RT WHEEL WELL FOUND TO HAVE CABLES INSTALLED ON WRONG GROOVES IAW MM 27-61-11, PARA 71 PLS NOTE THAT RETAINERS STILL HAD ORIGINAL BOEING TAMPER PROOF SEALANT. CABLES SWAPPED IN GROOVES IAW MM 27-62-11, BODY RIGGED AND SYSTEM TESTED IAW MM 27-61-11. (M)									
2710 MZZA	623DH 20895	BOEING 727264				DRUM 65247338	CRACKED AILERON		2/20/98 MZZA98102
KUL - LOST MOTION DEVICE UPPR CABLE DRUM FOUND CRACKED AT CABLE RETAINER SLOT. DRUM REPLACED IN LOST MOTION DEVICE IAW OHM 27-10-03. (M)									
2750 MZZA	623DH 20895	BOEING 727264				SPRING 69139082	BROKEN RT TE FLAP		2/23/98 MZZA98097
KUL - RIGHT INBOARD FOREFLAP INBOARD SEQUENCE CARRIAGE TOGGLE DETENT SPRING BROKEN. SPRING REPLACED IAW MM 27-51-4. FUNCTIONAL CHECK CUTOUT SATISFACTORY. (M)									
2782 K3HA	8881Z 21578	BOEING 727225				ACTUATOR IU11032	LEAKING NR 6 LE SLAT		4/8/98 K3HA980048
LOSS A SYSTEM HYDRAULIC FLUID, RETURNED TO BLOCK. TROUBLESHOT NR 6 SLAT ACTUATOR, INSTALLED NR 6 SLAT ACTUATOR IAWMM 27-81-32 OPS CHECK OK. ALSO, CHECK A AND B SYSTEM CASE DRAIN FILTERS NO DEFECTS NOTED. REF MM 29-11-0 AND 29-12-0.									
2782 DALA	536DA 22049	BOEING 727232				BRACKET	CRACKED NR 2 LE FLAP ACT		3/30/98 DL72S980690
FOUND ON D1 LETTER CK, NR 2 L/E FLAP ACTUATOR O/B MOUNT BRACKET CRACKED LOWER RADIUS. REPAIRED PER MM 57-20-21.									
2782 DALA	2810W 20648	BOEING 727247				BRACKET	CRACKED NR 1 LE FLAP ACT		4/7/98 DL72W980764
FOUND ON E1 LETTER CK, .25 INCH VISIBLE CRACK INBD MOUNT BRACKET NR 1 L/E FLAP ACTUATOR. REPAIRED PER MM 57-20-21.									
2782 DALA	2810W 20648	BOEING 727247				BRACKET	CRACKED NR 8 SLAT ACT		4/7/98 DL72W980768
FOUND ON E1 LETTER CK, NR 8 SLAT ACTUATOR I/B MOUNT BRACKET IS CRACKED. REPAIR PER MM 57-20-21.									

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2782 MZZA	623DH 20895	BOEING 727264				MOUNTING BOX 6516275	CRACKED NR 2 LE FLAP ACT		2/23/98 MZZA98103
KUL - CRACK ON NR 2 KRUEGER FLAP ACTUATOR MOUNTING BOX ON LOWER OUTBOARD SIDE. LEFT WING NR 2 LE FLAP ACTUATOR MOUNTING BOX OUTBOARD WEB FABRICATED IAW 727 DWG 65-16275. ALODINED AND PRIMED IAW MM 51-20-2. REMOVED AND INSTALLED WITH NEW WEB IAW SRM 51-30-2. (M)									
2810 MZZA	623DH 20895	BOEING 727264				GASKET 10614212	MISSING LT/RT WING		2/18/98 MZZA98096
KUL - ALL LEFT AND RT NON STRESSED WING FUEL TANK PANELS FOUND WITH MISSING KNITTED BONDING GASKETS, FOLLOWING PANEL REMOVAL. NEW KNITTED GASKETS INSTALLED IAW MM 28-11-21. (M)									
3020 SCNA	285SC 21676	BOEING 7272J4				ANTI-ICE VALVE 320115	LEAKING NR 2 ENGINE COWL	4/8/98 8425	SCNA98032
ON DESCENT, TURNED ON ENGINE ANTI-ICE AND APPROXIMATELY TWO MINUTES LATER GOT ENGINE NUMBER TWO FIRE WARNING. SHUT DOWN NUMBER TWO ENGINE AND BLEW BOTH FIRE BOTTLES. FOUND NUMBER TWO COWL ANTI-ICE VALVE LEAKING. REMOVED AND REPLACED NUMBER TWO COWL ANTI-ICE VALVE AND BOTH ENGINE FIRE BOTTLES AND SQUIBS.									
3211 TWAA	54340 20845	BOEING 727231				CASTING	CORRODED RT MLG		9/5/97 TWAA9804304
MCI - DURING OP 17 MAINTENANCE CHECK, THE RT LANDING GEAR AFT DRAG BRACE MOUNT CASTING HAD DEEP PITTING CORROSION BETWEEN BUSHINGS. REPLACED DRAG BRACE MOUNT CASTING PER SRM 51-10-1 AND TWA STD PRACTICES. (M)									
3211 MZZA	623DH 20895	BOEING 727264				BUSHING 65821531	CORRODED LT MLG		2/21/98 MZZA98098
KUL - LEFT MLG AFT RUNNION BUSHING FOUND, HAS SIGN OF CORROSION. LEFT MLG AFT TRUNNION BUSHING REPLACED IAW SRM 20-50-03. (M)									
3230 EISA	742RW 21952	BOEING 7272M7				WIRE	BROKEN LANDING GEAR		3/9/98 EISA98056
ON TAKEOFF IN MSP, THE GEAR FAILED TO RETRACT. PERFORMED CHECKLIST AND RETRACTED GEAR BY PULLING THE OVERRIDE RELEASE LATCH. CHECKED ELECTRICAL CIRCUIT AND WAS FOUND ONE BROKEN WIRE IN SOLENOID CONNECTOR. REPAIR AND TEST OK IAW MM 32-31-11. (M)									
3350 IPXA	934UP 19135	BOEING 72721C				BULB	FAILED CABIN		4/9/98 UPS98226343
CABIN ENTRY DOOR EMERGENCY EXIT 1 LIGHT INOP. RELAMPED, GROUND CHECKS OK.									
3350 TAOA	923TS 20441	BOEING 727225				BATTERY PACK 20131A	DISCHARGED CABIN		3/25/98 TAOA039808
FLT 6530 - OVERNIGHT LGA, L/S CHECK, AFT SECTION OF EMERGENCY PATH LIGHTING INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL. (M)									
3350 TAOA	919TS 20447	BOEING 727225				BATTERY CHARGER 110049	FAILED CABIN		3/25/98 TAOA039807
FLT 6140 - BOS, OVERNIGHT L/S CHECK, FORWARD SECTION OF EMERGENCY PATH LIGHTING INOPERATIVE. REPLACED BATTERY CHARGER, OPERATIONAL CHECK NORMAL. (M)									
3350 TAOA	919TS 20447	BOEING 727225				LAMP 07912	MISSING CABIN		3/16/98 TAOA039803
FLT 6030 - LGA-BOS - ONE WHITE ELP LIGHT INOPERATIVE AT ROW 5. REPAIRED BROKEN WIRE, REPLACED BULB AND CAPSULE, OPERATIONAL CHECK NORMAL. (M)									
3350 K3HA	8880Z 21453	BOEING 727225				SIGN	INOPERATIVE CABIN		4/6/98 K3HA980050
AFT AIRSTAIR DOOR EMERGENCY EXIT SIGN BELOW AFT FLIGHT ATTENDANT HAND MIKE HAS SOME LIGHT OUT. RELAMPED, OPS CHECK GOOD.									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3350 K3HA	8883Z 21580	BOEING 727225				TRACK BAC1522339556	LOOSE CABIN		4/7/98 K3HA980049
LAST SET OF TRACK LIGHT EMERGENCY BY AFT LAV TAPED DOWN NEED TO REPLACE TRACK. REPLACED TRACK COVER SECTION. OPS CHECK OK REF MM 33-59-00.									
3350 TAOA	924TS 21041	BOEING 727227				BATTERY PACK 900835A	DISCHARGED CABIN		3/16/98 TAOA039804
FLT 6141 - BOS-LGA - RIGHT FORWARD EXTERIOR EMERGENCY EXIT LIGHT INOPERATIVE. REPLACED BATTERY PACK AND BASE ASSEMBLY, OPERATIONAL CHECK NORMAL. (M)									
3350 RAAA	832RV 19098	BOEING 72722C			INTVLV 873100212	BATTERY PACK 8621014	DISCHARGED CABIN		4/10/98 RAAA98B2021
RT AFT OVERWING EMERGENCY EXIT EGRESS IDENTIFIER LIGHT FAILED SERVICE CHECK. CHANGED BATTERY PACK DUE DISCHARGED.									
3350 DALA	468DA 20745	BOEING 727232				RACK 1000677	INOPERATIVE CABIN		4/12/98 DL72S980795
EMERGENCY LIGHT OVER AFT LEFT DOOR INOP. REPLACED RACK, OPN GOOD.									
3350 DALA	405DA 21149	BOEING 727232				BATTERY S106	DISCHARGED CABIN		4/8/98 DL72S980773
AFT AIRSTAIR EMER LIGHT INOP. REPL BATT, OPS CK OK.									
3350 DALA	502DA 21304	BOEING 727232			900542	BATTERY	DISCHARGED CABIN		4/12/98 DL72L980794
FOUND L-2 UPPER EMERG LIGHT INOP. REPLACED BATTERY. FOUND L-2 LOWER EMERG LIGHT INOP. REPAIRED GND WIRE.									
3350 DALA	509DA 21311	BOEING 727232				BATTERY PACK 900835A	DISCHARGED BS 950		4/9/98 DL72L980780
AFT LT OVERWING EMER SLIDE LIGHT INOP. REPLACED BATT, OPS OK.									
3350 IPXA	931UP 19858	BOEING 72725C				LIGHT 1000679	INOPERATIVE CABIN		4/9/98 UPS98226342
FOWARD ENTRY DOOR EMERGENCY EXIT LIGHT ASSY OPS IS INTERMINT AND BACK COVER IS MISSING. REMOVED AND REPLACED FWD ENTRY DOOR EMERG EXIT LIGHT ASSY PER M/M 33-50-01. OPS CHECK GOOD. OK FOR SERVICE. P/N : 10-0067-9,S/N OFF UNKNOWN S/N :ON 13697.									
3425 EISA	308AS 22002	BOEING 727227				COMPASS 2589210902	FAILED HSI NR 1		4/5/98 98ZZZX1474
CAPTAIN'S HSI HAS COMPASS FLAG. COPILOT'S RMI OFF FLAG IN VIEW. REMOVED AND REPLACED NR 1 COMPASS.									
5280 TWAA	54352 21984	BOEING 727231				DOOR	CORRODED NLG		3/13/98 TWAA9804408
MCI - DURING C-CHECK MAINTENANCE, THE LEFT NOSE LANDING GEAR DOOR, INBOARD EDGE OF DOOR, SEAL RETAINER AND LOWER EDGE OF GEAR DOOR WAS CORRODED. REPLACED DOOR ASSY AND RIGGED PER MM 32-22-1. (M)									
5311 FDEA	483FE 21465	BOEING 727227				BELL FRAME	DAMAGED BS 660		4/3/98 98FDEA00260
NR 0867 FWD CARGO BS 660 BELL FRAME IS DAMAGED ABOVE STRINGER 24 LT. REMOVED DAMAGED AREA, INSTALLED DOUBLER ON BELL FRAME PER SRM 51-40-3. SPLICE INSTALLED AT STRINGER 25 PER EA NR75310-29332.									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5311 TWAA	64339 20844	BOEING 727231				RIB	CRACKED BS 760		5/6/97 TWAA9804705
MCI - DURING OP 17 MAINTENANCE CHECK, EDDY CURRENT SHOWED CRACKS IN FWD UPPER AND LWR FASTENER HOLES IN RIB CHORD UPPER VERTICAL FLANGE, 6 AND 12 O'CLOCK POSITION, FS 760, LBL 70. REPAIRED PER ARA 11715. (M)									
5311 TWAA	64339 20844	BOEING 727231				FRAME	CRACKED FUSELAGE		5/6/97 TWAA9804402
MCI - DURING OP 17 MAINTENANCE CHECK, A CRACKED INNER FRAME 760 CASTING WAS FOUND RT 6 INCH INBOARD OF 70.5 WING RIB. CONFIRMED WITH EDDY CURRENT. REPAIRED PER BOEING DWG NR 65C36279 AND SERVICE BULLETIN 727-53-0197. (M)									
5311 TWAA	64339 20844	BOEING 727231				FRAME	CRACKED BS 760		5/6/97 TWAA9804706
DURING OP17 MAINTENANCE CHECK, FOUND A CRACKED INNER FRAME AT 760 CASTING, LEFT, 6 INCHES INBOARD OF 70.5 WING RIB. REPAIRED PER SERVICE BULLETIN 727-53-0197 AND BOEING DWG 65C36279 AND ARA 11715. (M)									
5311 TWAA	84357 21989	BOEING 727231				RIB	CRACKED BS 759		2/19/97 TWAA9804702
MCI - DURING OP 17 MAINTENANCE CHECK, EDDY CURRENT INDICATED CRACK IN FWD TWO FASTENERS/HOLES IN RIB CHORD UPPER VERT FLANGE, STATION 759, LBL 70 AND WL 205. REPAIRED PER ARA 11617. (M)									
5311 DALA	520DA 21471	BOEING 727232				FRAME	CRACKED BS 1223		4/9/98 DL72S980778
FOUND ON B2 LETTER CHECK, .125 INCH CRACK IN LIGHTENING HOLE LT SIDE STA 1223. REPAIRED PER M/M 53-11-0.									
5312 DALA	494DA 21074	BOEING 727232				BLKHD ANGLE	CRACKED BS 870		3/27/98 DL72S980809
DURING MV1 CHECK, FOUND KEEL BEAM SUPPORT ANGLE CRACKED 3.5 INCHES, FWD SIDE OF STA 870 BULKHEAD, RT SIDE OF KEEL BEAM. REPLACED ANGLE PER SRM 53-10-9 FIG 13.									
5313 IPXA	942UP 19101	BOEING 72722C				STRINGER	CORRODED BS 420		4/10/98 UPS98226420
INSPECTION TYPE-C, WHILE WORKING NRC FUSELAGE 70 CUSTOMER NR 677615 DISCOVERED STRINGER AND STRINGER TIE CORRODED BS 420 STR 23R. REPAIRED STRINGER FROM BS 416 TO 440 PER 727 SRM 53-10-3 AND REPAIRED STRINGER TIE PER SRM 53-10-3, 51-30-2 AND 53-10-1.									
5313 TWAA	54327 20234	BOEING 727231				STRINGER	CORRODED BS 350-360		9/12/97 TWAA9804401
MCI - DURING C-CHECK MAINTENANCE, A CORRODED STRINGER WAS FOUND AT FS 350 TO 360, STRINGER 27R. REMOVED CORROSION PER 51-10-6 AND REPLACED STRINGER PER 51-10-1. (M)									
5315 DALA	8882Z 21579	BOEING 727225				FLOORBEAM 652083724	CORRODED BS 1110		4/7/98 DL72S980785
THE UPPER CAP OF THE FS 1110 PASSENGER FLOORBEAM WAS FOUND CORRODED. A SECTION OF THE CAP WAS CUT OUT BETWEEN RBL 12 AND LBL 12. THE CAP WAS REPAIRED WITH A FILLER SECTION AND FOUR SPLICE ANGLES PER ER/A 364205-14, REV A.									
5315 CALA	15781 20636	BOEING 727232				FLOORBEAM	CORRODED BS 1110		4/12/98 CALA9800650
INSPECTION FOUND FLOORBEAM CORRODED AT STA 1110, RBL 0 TO 60. A REPAIR WAS FABRICATED AND INSTALLED IAW SRM 53-10-8, FIGURE 3.									
5315 CALA	15781 20636	BOEING 727232				FLOORBEAM	CORRODED BS 1070		4/12/98 CALA9800651
INSPECTION FOUND FLOORBEAM CORRODED AT STA 1070, RBL 20 TO 60. THE CORRODED SECTION OF FLOORBEAM WAS REMOVED. A REPAIR WAS FABRICATED AND INSTALLED IAW SRM 53-10-8, FIGURE 3.									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5320 FDEA	483FE 21465	BOEING 727227				SPLICE	CRACKED BS 680-686		4/3/98 98FDEA00259
FWD CARGO STRINGER 27LT, BS 680 PLUS 6, LEVELING COMPOUND CRACKED AND LIFTED AT STRINGER SPLICE. REMOVED LEVELING COMPOUND, FOUND CORROSION. REMOVED CORROSION BY CUTTING OUT DAMAGED SECTION. INSTALLED STRINGER SPLICE PER SRM 53-10-3 PAGE 4A, FIG 1, TABLE II AND SRM 53-10-3 PAG 4B.									
5320 JR2R	992AJ 19428	BOEING 72723				FITTING 65C232312AA	CORRODED BS 870 RT	58776	3/31/98 98ZZZX1444
AIRCRAFT UNDERGOING A C-CHECK INSPECTION. THE RT WING TERMINAL FITTING STA 870 WAS FOUND CORRODED BEYOND SRM LIMITATIONS.									
5320 JR2R	992AJ 19428	BOEING 72723				FITTING 65C812631	CORRODED BS 870 RT	58776	3/31/98 98ZZZX1445
AIRCRAFT UNDERGOING A C-CHECK INSPECTION. THE RT WING TERMINAL FITTING STA 870 WAS FOUND CORRODED BEYOND SRM LIMITATIONS.									
5320 TWAA	24343 21630	BOEING 727231				ANGLE	CORRODED BS 344		2/1/98 TWAA9804406
MCI - DURING C-CHECK MAINTENANCE, FOUND FORMER CAP WITH CORROSION AT FS 344, RBL 46 TO 63. REPLACED FORMER CAP ANGLE PER SRM 51-10-1. (M)									
5320 TWAA	24343 21630	BOEING 727231				SUPPORT	CORRODED CABIN FLOOR		2/5/98 TWAA9804405
MCI - DURING C-CHECK MAINTENANCE AT CABIN FLOOR PANEL INBOARD OF FWD ENTRY DOORWAY, THE FLOOR SUPPORT HAD CORROSION. REMOVED CORROSION BY REPLACEMENT OF SUPPORT. INSTALLED NEW PART SRM 51-10-01. (M)									
5320 TWAA	54352 21984	BOEING 727231				GUSSETT	CRACKED BS 825.95		3/17/98 TWAA9804202
MCI - DURING C-CHECK MAINTENANCE, FOUND GUSSETT CRACKED AT FS 825.95 BELOW FLOOR AT FUSELAGE FRAME LEFT SIDE WALL AREA. REPAIRED PER M071T68 PHASE E. INSTALLED GUSSET PER SRM 51-10-1 AND SB 727-53-0197. (M)									
5320 TWAA	84355 21987	BOEING 727231				INTERCOSTAL	CORRODED BS 1034		2/10/98 TWAA9804407
MCI - DURING C-CHECK MAINTENANCE, FOUND CORROSION AT INTERCOSTAL STATION 1034 LBL 12. REPLACED INTERCOSTAL PER SRM 51-10-01. (M)									
5320 DALA	494DA 21074	BOEING 727232				ANGLE 534201871	CORROSION BS 740		4/3/98 DL72S980808
DURING MV1 CHECK TASK C53-113-01, CORROSION FOUND ON SKIN SUPPORT ANGLE AT STA 740 STR 27R. REPLACED SUPPORT ANGLE PER M/M 53-11-0 PG 858.									
5320 DALA	520DA 21471	BOEING 727232				ANGLE 69678811	CRACKED BS 1273		4/10/98 DL72S980797
THE GUSSET ANGLE AT FS 1273 ON THE RT VENTRAL STAIRWAY TORQUE BOX WAS FOUND WITH A TYPICAL CRACK. THE GUSSET ANGLE WAS REPLACED WITH A NEW PART PER BAC S/B 727-53-0129 AND DOCUMENTED PER ER/A 364503-14AD.									
5320 FDEA	222FE 20933	BOEING 727233				SPLICE	CORRODED BS 720		4/7/98 98FDEA00258
NR 0789 70C079-00, BS 720D - 720E, STR 21R IN SNAKE PIT AREA CORRODED. CUTOUT CORRODED AREA AND INSTALLED STR SPLICE PER SRM 53-10-3, PAGE 3.									
5320 DALA	2810W 20648	BOEING 727247				ANGLE	CRACKED BS 870		4/7/98 DL72W980766
FOUND ON E1 LETTER CK, LT KEEL BEAM ANGLE CRACKED I/B OF APU MOUNT STA 870. REPLACED ANGLE PER SRM 53-10-9.									

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5320 MZZA	623DH 20895	BOEING 727264				SILL 6556129	CORRODED CARGO DOOR		2/17/98 MZZA98111
KUL - AFT CARGO SILL FWD CORNER AREA BADLY CORRODED. WEB REPAIR CARRYOUT PER SRM 53-10-1. (M)									
5320 MZZA	623DH 20895	BOEING 727264				SILL	CORRODED CARGO DOOR		2/19/98 MZZA98108
KUL - AFT CARGO DOOR LOWER SILL T-CHORD BADLY CORRODED ON PREVIOUS BLENDED OUT AREAS. REPAIR CARRYOUT PER ECRA EC 5310-02509. (M)									
5320 MZZA	623DH 20895	BOEING 727264				WEB	FAILED BS 620		2/19/98 MZZA98105
KUL - WEB BUCKLED BETWEEN STA 28L AND 28R AT FS 620 FWD CARGO. FABRICATED REPAIR DOUBLER AND INSTALLED IAW SRM 51-40-3 FIG 1. (M)									
5330 CKSA	6834 20187	BOEING 727223				SKIN	DAMAGED FUSELAGE		3/7/98 CKSA98209
BEFORE FLIGHT, FOUND DAMAGE PUNCTURED SKIN AFT OF EXTERIOR POWER HOOK-UP AND BELOW FWD LAV SERVICE DOOR. INSTALLED BLIND RIVET REPAIR IAW B727 SRM 53-30-3 PAGES 2-6.									
5330 DALA	8882Z 21579	BOEING 727225				SKIN 651753058	DAMAGED BS 1207		4/10/98 DL72S980798
AN EXISTING REPAIR WAS REMOVED FROM THE LOWER SKIN PANEL NEAR THE STRINGER 20R LAP SPLICE. THE UNDERLYING SKIN CUTOUT WAS 3.5 X 4. THE SKIN CUTOUT AND SURROUNDING AREA WAS DYE PENETRANT INSPECTED TO ENSURE NO CRACKS AND AN EXTERNAL ALUMINUM DOUBLER INSTALLED PER ER/A 364319-14, REV B.									
5330 DALA	494DA 21074	BOEING 727232				SKIN	CRACKED R-1 DOORWAY		4/1/98 DL72S980796
DURING INSPECTION OF FWD SVC DOOR UPPER HINGE CUTOUT REF SI 4-72762-12 ME 02, .25 INCH VISIBLE CRACK FOUND IN BEAR STRAP. REPAIRED PER ER/A 364433-14 CODE 4-53-31-20.									
5347 CALA	15781 20636	BOEING 727232				SEAT TRACK	CORRODED BS 1130		4/12/98 CALA9800652
INSPECTION FOUND SEAT TRACK CORRODED AT STA 1130, LBL 24. THE SEAT TRACK WAS REMOVED. A NEW SEAT TRACK WAS FABRICATED AND INSTALLED IAW SRM 53-10-5.									
5347 CALA	15781 20636	BOEING 727232				SEAT TRACK	CORRODED BS 1010-1030		4/8/98 CALA9800646
INSPECTION FOUND SEAT TRACK CORRODED AT STA 1010 TO 1030, RBL 48. A NEW SEAT TRACK WAS FABRICATED AND INSTALLED IAW SRM 53-10-5, FIGURE 1, 51-10-2 AND MM 51-20-11.									
5347 CALA	15781 20636	BOEING 727232				SEAT TRACK	CORRODED BS 1090-1130		4/10/98 CALA9800649
INSPECTION FOUND RT AFT LAV SEAT TRACK CORRODED BETWEEN STA 1090 TO 1130, RBL 24. A NEW SECTION OF SEAT TRACK WAS FABRICATED AND INSTALLED IAW SRM 53-10-5, PAGE 1 FIGURE 1, 51-10-2 AND MM 51-20-0.									
5347 IPXA	951UP 19850	BOEING 72725C				SEAT TRACK	CORROSION BS 657		4/2/98 UPS98226340
INSPECTION TYPE:C CORROSION ON SEAT TRACK BS 657. REMOVED AND REPLACED TRACK PER SRM 53-10-5.									
5347 IPXA	951UP 19850	BOEING 72725C				SEAT TRACK	CORRODED BS 657-662/720		4/2/98 UPS98226341
INSPECTION TYPE:C CORROSION (C53-224-03.00-01) ON SEAT TRACK BS 657 TO BS 662 AND AT BS 720 LBL 65 WL 208. CORROSION REMOVAL OUT OF LIMITS PER SRM 53-10-1. REMOVED AND REPLACED SECTION OF SEAT TRACK THAT ENCOMPASSES BS 657 TO BS 720 IAW SRM 53-10-5.									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5510 MZZA	623DH 20895	BOEING 727264				BEAM 652298771	CORRODED LT HORIZ STAB		2/15/98 MZZA98110
KUL - LEFT HORIZONTAL STAB TRAILING EDGE UPPER BEAM IS CORRODED EXFOLIATED AT FWD H/CHANNEL. CORROSION REMOVED IAW SRM 51-10-6 FOUND OUT OF LIMITS SRM 51-10-1 PAGE 1 FLANGE THICKNESS LIMIT. LEFT H/STAB, TRAILING EDGE UPPER REPLACED, NEW ROWS OF RIVET INSTALLED IAW SRM 51-10-3. (M)									
5713 MZZA	623DH 20895	BOEING 727264				STRINGER	CRACKED WS 686.5		2/18/98 MZZA98100
KUL - CRACK AT 'Z' SECTION AT WS 686.5 AT AFT OF VENT BOX, MOUNTING POINT BETWEEN 'Z' SECTION AND WEB LEFT WING. FABRICATED EXTRUSION IAW EA 5762-01050. ALODINED AND PRIME IAW 51-20-2. INSTALLED EXTRUSION IAW EA 5762-01050. (M)									
5713 MZZA	623DH 20895	BOEING 727264				STRINGER	CRACKED WS 656.5		2/18/98 MZZA98099
KUL - CRACK AT 'Z' SECTION AT WS 656.5 AT AFT OF VENT BOX, MOUNTING POINT BETWEEN 'Z' SECTION AND WEB LT WING. FABRICATED EXTRUSION IAW EA 5762-01050. ALODINED AND PRIME IAW 51-20-2. INSTALLED EXTRUSION IAW EA 5762-01050. (M)									
5720 MZZA	623DH 20895	BOEING 727264				ANGLE 6516275	CRACKED RT WING		2/17/98 MZZA98095
KUL - NR 6 KRUEGER LEADING EDGE FLAP ACTUATOR TRUNNION MOUNTING BOX STRUCTURE FOUND CRACKED AT INBOARD LOWER AND OUTBOARD UPPER CORNERS. INBOARD AND OUTBOARD ANGLES FABRICATED IAW BOEING DRAWING 65-16275 AND INSTALLED IAW SRM 51-30-2. ACTUATOR REINSTALLED AND FUNCTIONAL CHECK CUTOUT. (M)									
5730 TWAA	54331 20309	BOEING 727231				SKIN	CRACKED LT WING		4/25/97 TWAA9804201
MCI - DURING C-CHECK MAINTENANCE, THE SKIN ON TOP OF LEFT WING FORWARD OF FLUX VALVE WAS FOUND WITH 2 INCH CRACK. CONFIRMED WITH HIGH FREQ EDDY CURRENT. STOP DRILLED PER SRM 51-10-1 AND INSTALLED REPAIR DOUBLER PER SRM 51-40-2. (M)									
5753 DALA	402DA 21146	BOEING 727232				SPAR 652163262	MISDRILLED NR 3 TE MIDFLAP		4/2/98 DL72S980771
NR 3 MIDFLAP/ REAR SPAR/WBL 124/AD 94-07-08 - OS HOLE: OVERSIZED HOLE IN REAR SPAR UPR CHORD AND UPPER SKIN IN AD INSPECTION AREA. FOUND DURING ACCOMPLISHMENT OF EO, 4-58705-3AD MODIFICATION. FAA AMOC REC'D TO INSTALL OS HI-LOK IN HOLE.									
5753 DALA	521DA 21472	BOEING 727232				DOUBLER 652163262	CRACKED NR 3 MIDFLAP		3/27/98 DL72S980775
AFT SPAR CHORD DOULBER CRACKED TWO PLACES 34 FROM I/B END OF NR 3 MIDFLAP. REPLACED DOULBER PER BOEING M/M 57-52-0 FIG 802. .									
5754 DALA	2810W 20648	BOEING 727247				RIB	CRACKED NR 7 SLAT		4/7/98 DL72W980767
FOUND ON E1 LETTER CK, 1 INCH CRACK AT NR 7 SLAT ACTUATOR ATTACH RIB I/B SIDE. REPAIRED PER MM 57-54-0.									
5754 MZZA	623DH 20895	BOEING 727264				RIB 651729326	CRACKED NR 6 LE SLAT		2/17/98 MZZA98104
KUL - NR 6 SLAT HAS CRACKING IN THE FOLLOWING PLACES UPPER SKIN AT OUTBOARD HOOK AFT FASTENER HOLE (2 CRACKS), EYE END ATTACH INBOARD RIB AT UPPER FWD CORNER AND LOWER AFT CORNER. REPAIR CARRIED OUT TO THE UPPER SKIN OF OUTBOARD HOOK AS PER SRM 57-50-3. REPLACED RIB AS PER DWG REF NR 65-17294. (M)									
7200 FDEA	241FE 20979	BOEING 727277				ENGINE	SPARKS RIGHT		4/10/98 98FDEA00262
ATA: 05-50 98-0098, AFTER TAKEOFF FROM PHL 9L- TOWER REPORTED THAT SEVERAL AIRCRAFT SAW SPARKS FROM RIGHT SIDE OF AIRCRAFT. RETURNED TO PHL FOR INSPECTION. ALL AIRCRAFT SYSTEMS NORMAL, ENGINE PARAMETERS NORMAL, NO PRESSURE PROBLEMS. INSPECTED ALL 3 ENGINE INLETS AND EXHAUSTS NO DEFECTS FOUND. INSPECTED AIRCRAFT AND GEAR ALL CHECKS GOOD. OK FOR SERVICE.									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7250 RYNA	421EX 19099	BOEING 72722C	PWA JT8D7B			TURBINE	DAMAGED NR 2 ENGINE		2/25/98 98ZZZM439
*****	FLT 613 - IND-CLT - HAD AN AIR TURN BACK TO IND. ON DEPARTURE FROM IND FELT VIBRATION IN RUDDER PEDAL'S AND FLOOR. NR 2 ENGINE HAD LOW N1 AND LOW EPR AND HIGH EGT. REMOVED AND REPLACED NR 2 ENGINE DUE TO TURBINE DAMAGE. (M)								
7314 K3HA	8880Z 21453	BOEING 727225	PWA JT8D9A			FUEL PUMP 878200	FAILED NR 1 ENGINE		4/9/98 K3HA980051
*****	NR 1 ENGINE FAILED IMMEDIATELY AFTER LIFT OFF. SECURED FAILED ENGINE. ATTEMPTED RESTART AS PER PROCEDURES. NO FUEL FLOW, NO START. ENGINE WINDMILLED 24 MINUTES WITH OIL PRESSURE AT 15 TO 18 PSI. REPLACED NR 1 ENGINE FUEL PUMP PER MM MANUAL 73-11-011. LEAK CHECK, OPERATIONAL CHECK NORMAL.								
7314 TWAA	54333 20460	BOEING 727231	PWA JT8D9A			FUEL PUMP 3782017	FAILED NR 1 ENGINE		3/27/98 TWAA9804601
	DFW - FLT 178 - NR 1 ENGINE FAILED AT APPROX 1200 FEET DURING TAKEOFF. ENGINE SPOOLED DOWN. RETURNED TO DFW. FUEL PUMP FAILURE. REPLACED FUEL PUMP AND JFC. (M)								
7321 NWAA	298US 22152	BOEING 727251	PWA JT8D15A			FUEL CONTROL	FAILED CENTER ENGINE		4/13/98 9806552298
	AS TAKEOFF POWER WAS APPLIED, THE CENTER ENGINE EPR INDICATION WOULD NOT REACH TARGET EPR SETTING. CREW ABORTED TAKEOFF AND RETURNED TO THE GATE. MAINTENANCE REPLACED THE CENTER ENGINE FUEL CONTROL UNIT, OPERATIONAL CHECK OK.								
7830 SCNA	275AF 22092	BOEING 727227				TR LIGHT	ILLUMINATED NR 3 ENGINE		4/8/98 SCNA98033
	ON TAKEOFF ROLL, NUMBER THREE REVERSER LIGHT ILLUMINATED, ABORTED TAKEOFF. MEGGED WIRES BACK TO THRUST REVERSER SWITCH AND FUNCTIONALLY TESTED GOOD. SYSTEM OPERATIONAL CHECKS NORMAL.								
7931 DALA	282WA 21484	BOEING 727247	PWA JT8D15A			OIL PRESS VALVE	FAILED NR 3 ENGINE		4/7/98 DL72E980765
	ON CLIMBOUT, NR 3 ENG OIL PRESS INDICATED IN THE RED, AT IDLE OIL PRESS IN THE GREEN. ANY ATTEMPT TO GO OVER 55 PERCENT. PRESSURE WOULD CLIMB TOWARDS THE RED. REPLACED OIL PRESSURE RELIEF VALVE.								
2410 USAA	246US 22753	BOEING 737201				CSD	OUT OF ADJUST NR 2 GENERATOR		3/12/98 USAASB98063
	BOS - FLT 1683 - AT 5,000 FEET, THE NR 2 GENERATOR DROPPED OFF LINE. CAPTAIN HAD A BRAND NEW FIRST OFFICER ON BOARD AND WAS NOT CERTAIN ABOUT THE RELIABILITY OF THE APU. CAPTAIN ELECTED TO RETURN TO FIELD AT BOS AFTER STARTING APU AND PLACING APU'S GENERATOR ON LINE. NO EMERGENCY WAS DECLARED AND THE FLIGHT LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE ADJUSTED THE FREQUENCY ON THE NR 2 CSD. SYSTEM OPS CHECK GOOD ON GROUND RUN. (M)								
2420 USAA	243US 22445	BOEING 737201				CIRCUIT BREAKER 941D3352	FAILED COCKPIT		3/16/98 USAASB98066
	CLT - FLT 1503 - ON CLIMB-OUT FROM CLT, THE NR 1 GENERATOR WAS LOST AT APPROXIMATELY 6,000 FEET. CREW PUT THE APU GENERATOR ON LINE AND IT CEASED AT 11,000 FEET. WITH ONLY ONE POWER SOURCE LEFT, CREW RETURNED TO FIELD AT CLT AND LANDED WITHOUT FURTHER INCIDENT. NO EMERGENCY WAS DECLARED. MAINTENANCE REMOVED AND REPLACED THE NR 1 BUS TIE CIRCUIT BREAKER RELAY C804. RAN ENGINES AND APU. ALL GENERATOR OPERATIONAL CHECKS SATISFACTORY. FOUND NR 1 ENGINE CSD OVERSERVICED. DRAINED CSD TO PROPER LEVEL. (M)								
3150 UALA	378UA 24653	BOEING 737322	GE CFM56*			T/O WARNING	SOUNDED COCKPIT		4/4/98 98UAL900138
	DURING TAKEOFF, THE TAKEOFF WARNING HORN SOUNDED WITH THE THROTTLES ADVANCED. PULLING THE AIR-GROUND CIRCUIT BREAKER SILENCED THE HORN.								
3246 A3L2		BOEING 7373A4			BENDIX 26066712	BOLT 2602540	BROKEN WHEEL		3/27/98 A3L298038
	INSPECTION FOUND GEAR WHEEL WITH BROKEN BOLT.								

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3260 USAA	375US 22954	BOEING 7373B7				SENSOR 189929	FAILED LT MLG		3/10/98 USAASB98059
PIT - FLT 335 - EN ROUTE FROM DFW TO PIT. CREW REPORTED THAT THE LT MLG UNSAFE LIGHT ILLUMINATES INTERMITTENTLY DURING FLIGHT. RECYCLED GEAR WITH NO POSITIVE RESULTS. FLIGHT LANDED WITHOUT FURTHER INCIDENT. MX TESTED GEAR INDICATION PER MM 32-61-00. INSPECTED AND CLEANED LEFT GEAR UPLOCK SENSOR. REPLACED M988 GEAR LOGIC CARD (P/N 8-060-02) AS PRECAUTIONARY AND TESTED PER MM 32-20-00. ALL INDICATIONS NORMAL. MCO - FLT 2238 - DURING CLIMB-OUT FROM LGA, THE LT MLG UNSAFE LIGHT ILLUMINATED 3 MINUTES AFTER NORMAL GEAR RETRACTION. GEAR LEVER WAS POSITIONED TO UP AND LIGHT EXTINGUISHED 2 MINUTES LATER. FLIGHT CONTINUED AND LANDED WITHOUT FURTHER INCIDENT AT MCO. MX REMOVED AND REPLACED LT MLG UPLOCK SENSOR.									
3350 USAA	248US 22755	BOEING 737201				LIGHT ASSY 1000679	FAILED CABIN		3/11/98 USAASB98060
LGA - FLT 956 - PRIOR TO DEPARTURE, MAINTENANCE WAS CALLED TO FIX AND INOP AFT EMERGENCY LIGHT. MAINTENANCE REMOVED AND REPLACED THE AFT EMERGENCY LIGHT. OPERATIONAL CHECK GOOD. (M)									
3350 AWXA	182AW 22649	BOEING 737277				BATTERY PACK 900835A	DISCHARGED CABIN		3/20/98 AWXA9800083
EXIT LIGHTS FLICKER ON/OFF LT ROW 1-4. REMOVED AND REPLACED BATTERY CARTRIDGE ASSY, DUE TO PWR SUPPLY CHANGE. TEST OK.									
3350 AWXA	185AW 22652	BOEING 737277				POWER SUPPLY 900542	INOPERATIVE CABIN		3/20/98 AWXA9800084
EMERG EXIT LIGHTS IN FIRST CLASS ILLUMINATE INTERMIT. REMOVED AND REPLACED ROW NR 3 BATTERY SUPPLY. OPS CHECKS NORMAL.									
3350 ASAA	742AS 23136	BOEING 737290C				BATTERY PACK 8821004	DISCHARGED CABIN		3/6/98 ASAA9810021
ANC - DURING RECON, THE EMERGENCY EXIT FLOOR TRACK LIGHTS AT PALLET NR 4-8 WERE FOUND TO BE INOPERATIVE. REPLACED BATTERY PACK AND LIGHTS OPERATED NORMALLY. (M)									
3350 TSAA	726AL 22426	BOEING 737297				BATTERY PACK 86210066	DISCHARGED CABIN		3/14/98 TSAA9833176
ON SERVICE CHECK, FOUND POSITION NR 2 EMERGENCY FLOOR LIGHTING BATTERY LOW. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 TSAA	726AL 22426	BOEING 737297				BATTERY PACK 86210066	DISCHARGED CABIN		3/14/98 TSAA9833177
ON SERVICE CHECK, FOUND POSITION NR 3 EMERGENCY FLOOR LIGHTING BATTERY LOW. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 TSAA	726AL 22426	BOEING 737297				BATTERY PACK 86210066	DISCHARGED CABIN		3/14/98 TSAA9833178
ON SERVICE CHECK, FOUND POSITION NR 4 EMERGENCY FLOOR LIGHTING BATTERY LOW. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 TSAA	726AL 22426	BOEING 737297				BATTERY PACK 86210066	DISCHARGED CABIN		3/14/98 TSAA9833179
ON SERVICE CHECK, FOUND POSITION NR 5 EMERGENCY FLOOR LIGHTING BATTERY LOW. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 TSAA	726AL 22426	BOEING 737297				BATTERY PACK 86210066	DISCHARGED CABIN		3/14/98 TSAA9833180
ON SERVICE CHECK, FOUND POSITION NR 6 EMERGENCY FLOOR LIGHTING BATTERY LOW. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 TSAA	726AL 22426	BOEING 737297				WIRE	BROKEN CABIN		3/14/98 TSAA9833181
ON SERVICE CHECK, FOUND LEFT OVERWING EMERGENCY EXIT IDENTIFIER INOP. WIRE FOUND BROKEN AT CONNECTOR, RECONNECTED WIRE SYSTEM CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3350 USAA	285AU 23132	BOEING 7372B7				LIGHT ASSY 1000679	FAILED CABIN		3/13/98 USAASB98061
ALB - MAINTENANCE FOUND THE EMERGENCY EXIT SIGN OVER THE AFT SERVICE DOOR INOP. MAINTENANCE REMOVED AND REPLACED THE EXIT LIGHT ASSEMBLY. OPS CHECK GOOD. (M)									
3350 ZZDA	461AT 20976	BOEING 7372E1				DEFLECTOR 3114981	INOPERATIVE L1 DOOR		3/22/98 VJ09800053
DURING LAYOVER CHECK, FOUND L-1 DOOR EMERGENCY EXIT ESCAPE SLIDE LIGHT INOP. REPLACED LIGHT DEFLECTOR ASSY. (M)									
3350 TSAA	802AL 22148	BOEING 7372S5C				BATTERY PACK 86210066	DISCHARGED CABIN		3/20/98 TSAA9833185
DURING SERVICE CHECK, FOUND POSITION NR 4 EMERGENCY FLOOR LIGHT WEAK. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 USAA	518AU 23704	BOEING 7373B7				BATTERY PACK AD20131A	DISCHARGED CABIN		3/13/98 USAASB98062
IAH - MAINTENANCE FOUND THE LEFT CENTER OVERWING EMERGENCY EXIT LIGHT INOP. MAINTENANCE REMOVED AND REPLACED THE BATTERY PACK. OPS CHECK GOOD. (M)									
3350 AWXA	150AW 23218	BOEING 7373G7				BATTERY S106	DISCHARGED CABIN		3/18/98 AWXA9800082
CABIN OVERWING EMERGENCY EXIT SIGN FAILS 4 MIN, BATTERY OPS CHECK. REMOVED AND REPLACED CABIN OVERWING EMERGENCY EXIT SIGN BATTERY, SYSTEM OPS CHECKS GOOD.									
3350 ASAA	786AS 24795	BOEING 7374S3				WIRING	DISCONNECTED CABIN		3/11/98 ASAA9840054
PDX - DURING MAINTENANCE CHECK, THE AFT TWO EMERGENCY EXIT FLOOR TRACK LIGHTS WERE FOUND TO BE INOPERATIVE. RECONNECTED WIRING AND LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	786AS 24795	BOEING 7374S3				WIRING	DISCONNECTED CABIN		3/16/98 ASAA9840055
SEA - DURING MAINTENANCE CHECK, THE EMERGENCY EXIT FLOOR TRACK LIGHTS AT ROW 17 AND THE AFT FOUR LIGHTS WERE FOUND TO BE INOPERATIVE. RECONNECTED WIRING AND LIGHTS OPERATED NORMALLY. (M)									
3350 ASAA	786AS 24795	BOEING 7374S3				WIRING	DISCONNECTED CABIN		3/10/98 ASAA9840053
PDX - DURING MAINTENANCE CHECK, THE AFT TWO EMERGENCY EXIT FLOOR TRACK LIGHTS WERE FOUND TO BE INOPERATIVE. RECONNECTED WIRING AND LIGHTS OPERATED NORMALLY. (M)									
3417 USAA	342US 23511	BOEING 737301				LINE	LOOSE NR 2 ADC		3/15/98 USAASB98064
IAH - FLT1840 - SHORTLY AFTER TAKEOFF, AT APPROXIMATELY 400 FEET, THE FIRST OFFICERS AIRSPEED INDICATOR AND ALTIMETER BECAME UNRELIABLE. CAPTAINS SIDE WAS OPERATIONAL ALONG WITH THE STANDBY INSTRUMENTS. FLIGHT RETURNED TO FIELD AT IAH AND LANDED WITHOUT FURTHER INCIDENT. (M)									
3425 UALA	977UA 21508	BOEING 737291	PWA JT8D9A			HSI	FLAGED RT COCKPIT		4/3/98 98UAL900140
THE FIRST OFFICER'S HSI AND THE CAPTAIN'S RMI HAD GYRO FLAGS DURING TURNS.									
5311 CALA	14206 19023	BOEING 737130				FRAME	CORRODED BS 707		4/8/98 CALA9800648
INSPECTION FOUND BS 706L FRAME LUG HOLE CORRODED AT LT MLG. AN OUTER BUSHING FOR BEAM AND TWO EACH HAT BUSHINGS FOR FRAME LUG WERE FABRICATED AND INSTALLED IAW ECRA 5310-03713.									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5312 DALA	301DL 23073	BOEING 737232				BULKHEAD WEB	CRACKED BS 178		4/8/98 DL73K980784
THE FS 178 BULKHEAD WEB WAS FOUND WITH SEVERAL CRACKS IN THE AREA OF RBL 5.7 AND LBL 5.7 BETWEEN WL 190 AND 210. THE WEB STRAP AT RBL 5.7 WAS ALSO CRACKED. THE CRACKS WERE CUT OUT AND A SINGLE WEB DOUBLER INSTALLED TO ENCOMPASS ALL OF THE CUT OUTS. THE STRAP WAS REPAIRED WITH AN ALUMINUM STRAP DOUBLER. THE REPAIR WAS ACCOMPLISHED PER ER/A 331603-14, REV A.									
5320 CALA	14206 19023	BOEING 737130				FITTING	CRACKED BS 706		4/7/98 CALA9800647
INSPECTION FOUND A 1.5 INCH CRACK IN FUSELAGE FRAME TRUNNION BEAM SUPPORT FITTING IN RT WHEEL WELL AT BS 706. THE BEAM WAS REPLACED IAW ECRA 5311-01045.									
5330 DALA	301DL 23073	BOEING 737232				SKIN 654577319	LIGHTNING STRIKE BS 727-777		4/8/98 DL73K980786
THE WINDOW BELT SKIN BETWEEN FS 727 AND 777 WAS FOUND WITH SIX LIGHTNING STRIKE DAMAGE LOCATIONS. TWO OF THE LOCATIONS WERE REPAIRED BY DRILLING OUT AND INSTALLING .25 INCH DIA RIVETS PER THE B737 SRM. THE REMAINING LOCATIONS WERE BLENDED OR CUT OUT AND REPAIRED WITH CONTINUOUS DOUBLER AND TRIPLER PER ER/A 331583-14, REV A.									
5330 EF2R	57SW 21722	BOEING 7372H4				SKIN	CRACKED BS 938 STR 10R	61376	3/25/98 98ZZZX1446
THE FUSELAGE SKIN FOUND CRACKED IN THE SKIN LAP LOWER ROW AT STA 938, STR 10R, AT SEVERAL FASTENER HOLES. THIS REPAIR IS ADJACENT TO THE AFT GALLEY DOOR UPPER HINGE CUT OUT. REPAIRED PER DALFORT AEROSPACE, L.P. XEA X2-53-213 DATED 3-17-98. REF: FAA FORM 8110-3 DATED MARCH 24, 1998.									
5610 USAA	428US 24550	BOEING 7374B7				WINDSHIELD 5893543109	CRACKED LT COCKPIT	11663	3/19/98 USAASB98070
IND - FLT 797 - AT CRUISE ALTITUDE, CAPTAINS WINDSHIELD BEGAN ARCING. WINDSHIELD HEAT WAS TURNED OFF. SHORTLY THEREAFTER, THE CAPTAINS WINDSHIELD CRACKED. A DECISION WAS MADE TO DIVERT TO IND. FLIGHT LANDED WITHOUT FURTHER INCIDENT WITH NO EMERGENCY BEING DECLARED. MAINTENANCE REMOVED AND REPLACED THE CAPTAINS L1 WINDSHIELD. ALSO, REPLACED L1 WINDSHIELD HEAT CONTROLLER (P/N 83000-05602) AS PRECAUTIONARY. OPERATIONAL CHECK GOOD. (M)									
7110 AWXA *****	189AW 22656	BOEING 737277				COWLING 1731010513	FELL OFF LT ENGINE		4/3/98 AWXA9800090
LEFT ENGINE COWLING FELL OFF AFTER TAKEOFF. RENISTALLED COWLS PER R5M78001 AND THRUST REVERSER ASSY.									
7200 CALA *****	14320 23371	BOEING 7373T0	GE CFM563B1			ENGINE	FAILED NR 1		4/4/98 CALA9800643
THE NR 1 ENGINE STOPPED WHILE EN ROUTE FROM SAL TO IAH. THE AIRCRAFT WAS DIVERTED TO MID WHERE IT LANDED WITHOUT INCIDENT. THE NR 1 ENGINE WAS REMOVED AND REPLACED.									
2410 UALA *****	154UA 20103	BOEING 747123	PWA JT9D7A		SUNDSTRAND 705117E	CSD	FAILED NR 4 ENGINE		3/6/98 98UAL900108
APPROXIMATELY ONE HOUR PRIOR TO ARRIVAL AT HNL NR 4 ENGINE CSD OVER TEMPERATURE. PROCEDURES 733 AND 734 INEFFECTIVE IN DISCONNECTING THE CSD. SHUT DOWN NR 4 ENGINE. LANDED UNDER AMBER ALERT. *S/D* ROOT CAUSE CANNOT BE DETERMINED DUE TO EXTENSIVE DAMAGE TO CSD. THE UNIT WILL BE SCRAPPED. THE SOLDER FOR THE DISCONNECT SOLENOID WIRES WAS MELTED AND IT CANNOT BE DETERMINED WHEN IT OCCURRED. THE CSD WAS REPLACED.									
2780 P5CA	888KH 21827	BOEING 747249F				FLAP DRIVE 126344151	INOPERATIVE NR 2 LE FLAP		3/28/98 P5CA9800744
NR 2 LT LEADING EDGE FLAP SEGMENT WILL NOT RETRACT PNEUMATICALLY OR ELECTRICALLY. REMOVED AND REPLACED NR 2 LT LEADING EDGE FLAP DRIVE AND OPS CHECK NORMAL PER MM 72-81-07.									
3350 UALA	174UA 24381	BOEING 747422	PWA PW4056			LIGHTS	INOPERATIVE CABIN		4/6/98 98UAL900139
EMERGENCY EXIT LIGHTS INTERMITTENT ROWS 51 TO 59 LEFT SIDE E-ZONE.									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5711 NWAA	608US 19785	BOEING 747151				SPAR CHORD	CORRODED WS 1471		4/7/98 9806296608
DURING PERIODIC CHECK, FOUND CORROSION ON LOWER CHORD OF FRONT SPAR FS 1471. REPAIRED PER EA 66-153315.									
7200 UALA	105UA 26473	BOEING 747451	PWA PW4056			ENGINE	FAILED NR 2		3/20/98 98UAL900120
APPROXIMATELY THREE HOURS AFTER TAKEOFF, NR 2 ENGINE OIL QUANTITY SHOWED 5 QUARTS SLOWLY GOING TO ZERO, 30-45 MINUTES LATER OIL PRESSURE STARTED DECREASING. ENGINE SHUTDOWN AT 72 PSI OIL PRESSURE. WIND MILLING OIL PRESSURE 6 PSI OIL TEMP 47 DEGREES.									
7230 TWRA	611FF 20502	BOEING 747282B	PWA JT9D7J			COMPRESSOR	STALLED NR 3 ENGINE		3/28/98 TWRA9815
***** IN CRUISE, SUSPECT COMPRESSOR STALL NR 3 ENGINE FOLLOWED BY POWER LOSS AND FLAME OUT. VIBRATION REPORTED BY FLIGHT ATTENDANTS AT TIME OF POWER LOSS. NO EGT OR ENGINE PARAMETERS EXCEEDED. ENGINE SHUT DOWN 1540Z. RELIGHT AT 1545Z, OPS NORMAL REMAINDER OF FLT. REMOVED AND REPLACED MAIN FUEL FILTERS, CONDUCTED BOROSCOPE INSPECTION. NO DISCREPANCY NOTED. INSPECTED INLET AND EXHAUST SECTIONS, LEAK CHECK PERFORMED, NONE NOTED MM REF 71-00-00 AND 72-00-00. (M)									
2750 UALA	572UA 26682	BOEING 757222	PWA PW2037			DISAGREE LIGHT	ILLUMINATED TE FLAPS		3/7/98 98UAL900105
AIRCRAFT DIVERTED TO SLC DUE TO TE FLAPS DISAGREEMENT INDICATION. *S/D* AIRCRAFT OPERATIONALLY CHECKED GOOD, NO DISCREPANCIES FOUND.									
3260 CLCA	571CA 24456	BOEING 75723APF				PROX SWITCH	FAILED NLG		3/22/98 98ZZZM433
ON CAC FLT 95, MIA/GYE, AFTER TAKEOFF STATUS MESSAGE A/G NOSE DISAGREE ILLUMINATED. A/C ACCOMPLISHED AIR RETURN BACK TO MIA. ON GROUND MAINTENANCE REMOVED AND REPLACED PSEU PER MM 32-09-04, MESSAGE CLEARED AND A/C RELEASED INTO SERVICE. AFTER SECOND TAKEOFF STATUS MESSAGE NOSE A/G DISAGREE ILLUMINATED ONCE AGAIN. A/C ACCOMPLISHED SECOND AIR RETURN BACK TO MIA. ON GROUND MAINTENANCE REMOVED AND REPLACED NLG PROX SWITCH IAW MM 32-09-02. PERFORMED RETRACT CHECK AND OPS CHECKED GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 AALA	625AA 24583	BOEING 757223				CONNECTOR	SHORTED CABIN		3/14/98 AALA980495
DFW - DURING OVERNIGHT CHECK, EMERGENCY EXIT FLOOR PATH LIGHTING IN AFT CABIN INOPERATIVE. REPAIRED SHORTED EMERGENCY EXIT FLOOR PATH LIGHT CONNECTOR IN MID CABIN. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	636AM 24594	BOEING 757223				LIGHT	DEFECTIVE CABIN		3/22/98 AALA980557
DFW - DURING OVERNIGHT MAINTENANCE, EMERGENCY EXIT FLOOR PATH LIGHT STRIP AT CENTER CABIN L2/R2 DOOR AREA INOPERATIVE. REPLACED EMERGENCY EXIT FLOOR PATH LIGHT STRIP AT CENTER CABIN L2/R2 DOOR. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	638AA 24596	BOEING 757223				LIGHT	DEFECTIVE CABIN		3/23/98 AALA980559
DFW - DURING OVERNIGHT CHECK, EMERGENCY FLOOR PATH LIGHT IN FORWARD COACH CABIN INOPERATIVE. REPLACED EMERGENCY FLOOR PATH LIGHT STRIP FORWARD COACH CABIN. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	641AA 24599	BOEING 757223				LIGHT	DEFECTIVE CABIN		3/18/98 AALA980525
MIA - FLT 442 - DURING OVERNIGHT MAINTENANCE SECTION OF EMERGENCY EXIT FLOOR PATH LIGHTS AT SEAT ROW 19A INOPERATIVE. REPLACED SECTION OF EMERGENCY EXIT FLOOR PATH LIGHTS AT SEAT ROW 19A. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	601AN 27052	BOEING 757223				LIGHT	DEFECTIVE CABIN		3/16/98 AALA980505
DFW - DURING OVERNIGHT MAINTENANCE, AFT CABIN EMERGENCY EXIT FLOOR PATH LIGHT INOPERATIVE. REPLACED EMERGENCY EXIT FLOOR PATH LIGHT STRIP IN AFT SECTION OF CABIN. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3350 USAA	615AU 27146	BOEING 7572B7				SIGN 8731002511REV9	INOPERATIVE CABIN		3/29/98 USAABB98023
MCO - FOUND L4 AND R1 DOOR EXIT IDENTIFIERS INOPERATIVE. MAINTENANCE REPLACED THE IDENTIFIER ASSEMBLIES. (M)									
3350 AWXA	901AW 23321	BOEING 7572S7				BATTERY 849029	DISCHARGED CABIN		3/21/98 AWXA9800085
DURING ROUTINE MAINTENANCE CHECK, FOUND BULLNOSE EMERGENCY LIGHTS AT 3L, 4L AND 7L INOP. CHARGED EMERGENCY LIGHT BATTERY. OPS CHECK GOOD.									
5210 UALA	508UA 24744	BOEING 757222	PWA PW2037			MECHANISM	MALFUNCTIONED PAX DOOR		3/12/98 98UAL900137
UPON ARRIVAL AGENT COULD NOT FULLY OPEN DOOR 2L. DOOR ONLY SWINGS TO THREE QUARTERS OF FULL TRAVEL.									
5210 NOCA	757NA 24567	BOEING 75723A				RESERVOIR	MALFUNCTIONED PAX DOOR		3/13/98 NOCA0798
R-4 DOOR SLIDE INADVERTENTLY DEPLOYED ON GROUND AT JFK. SLIDE/RAFT OPERATION NORMAL. INSPECTED AREA AND REPLACED R-4 DOOR SLIDE/RAFT. REPLACED DOOR ASSIST RESERVOIR. PERFORMED REQUIRED INSPECTION FUNCTIONS ON DOOR SLIDE/RAFT AND DOOR ASSIST RESERVOIR, CHECKED OK. (M)									
5230 CLCA	571CA 24456	BOEING 75723APF				GUIDE BLOCK	CRACKED CARGO DOOR		1/26/98 98ZZM430
DURING C-CHECK, FOUND MAIN CARGO DOOR LOWER FWD CORNER GUIDE BLOCK CRACKED. CRACKED BLENDED OUT PER BOEING MESSAGE STS-HAR-98-0005RR. A/C RETURNED TO SERVICE. (M)									
5320 CLCA	571CA 24456	BOEING 75723APF				INTERCOSTAL	CRACKED BS 839-859		1/26/98 98ZZM431
DURING C-CHECK, FOUND FUSELAGE INTERCOSTAL CRACKED AT STATION 839-859, 51 INCHES B/L, LEFT SIDE AND RIGHT SIDE. REMOVED FABRICATED AND INSTALLED INTERCOSTAL IAW SRM 51-10-00, 51-40-02 AND 53-30-51. AIRCRAFT RETURNED TO SERVICE. (M)									
5347 CLCA	571CA 24456	BOEING 75723APF				SEAT TRACK	CRACKED BS 780-800		1/26/98 98ZZM429
DURING C-CHECK, FOUND CRACK ON SEAT TRACK STATION 780-800 LEFT SIDE. REPLACED CRACKED SEAT TRACK IAW SRM 53-00-52 AND BOEING MESSAGE HAR-98-0013RR. AIRCRAFT RETURNED TO SERVICE.									
7110 CLCA	571CA 24456	BOEING 75723APF				SEAL LJ76156	CRACKED NR 2 ENG COWL		1/26/98 98ZZM427
DURING C-CHECK, FOUND NR 2 ENGINE LEFT FAN COWL UPPER METAL SEAL CRACKED. REPLACED SEAL IAW MM 71-11-04. AIRCRAFT RETURNED TO SERVICE. (M)									
7110 CLCA	571CA 24456	BOEING 75723APF				STIFFENERS	CRACKED NR 2 ENGINE		1/26/98 98ZZM428
DURING C-CHECK, FOUND NR 2 ENGINE INBOARD FAN COWL START VALVE ACCESS DOOR INBOARD SKIN STIFFENERS CRACKED. REPAIRED STIFFENERS IAW SRM 51-70-00. AIRCRAFT RETURNED TO SERVICE. (M)									
7110 CLCA	571CA 24456	BOEING 75723APF				COWL	CRACKED NR 1 ENGINE		1/26/98 98ZZM426
DURING C-CHECK, FOUND NR 1 ENGINE INBOARD FAN COWL HAS A 1.5 INCH CRACK UPPER EDGE, AFT HINGE AND .375 INCH CRACK ON STRIP FWD OF 2ND HINGE. REPLACED METAL STRIP IAW MM 71-11-04. AIRCRAFT RETURNED TO SERVICE. (M)									
7110 CLCA	571CA 24456	BOEING 75723APF				COWL	CRACKED NR 1 ENGINE		1/26/98 98ZZM425
DURING C-CHECK, FOUND NR 1 ENGINE OUTBOARD FAN COWL UPPER EDGE STRIP HAS A .375 INCH CRACK AND .75 INCH CRACK AT AFT HINGE. REPLACED METAL STRIP IAW MM 71-11-04. A/C RETURNED TO SERVICE. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7110 NWAA	516US 23204	BOEING 757251				COWLING	MISSING NR 1 ENGINE		4/11/98 9806405516
DURING CLIMB, CREW NOTICED A VIBRATION WHICH INCREASED IN INTENSITY COMING FROM THE LEFT SIDE OF THE AIRCRAFT. CREW ELECTED TO RETURN TO DEPARTURE AIRPORT. GROUND MAINTENANCE FOUND A PORTION OF NR 1 ENIGNE INBOARD AFT COWL HAD LIBERATED FROM AIRCRAFT.									
7200 UALA	555UA 26647	BOEING 757222	PWA PW2037			ENGINE	MALFUNCTIONED RIGHT		4/3/98 98UAL900136
***** RETURNED TO FIELD AFTER HEARING LOUD NOISE AND SEEING A FLASH FROM THE RIGHT SIDE OF AIRCRAFT. ENGINES OPERATED NORMALLY UPON RETURN.									
3350 AALA	334AA 22332	BOEING 767223				CONNECTOR	LOOSE CABIN		3/22/98 AALA980549
SFO - DURING OVERNIGHT MAINTENANCE, EMERGENCY EXIT LIGHT AT PAX SEAT 20 HJ INOPERATIVE. RESEATED LOOSE EMERGENCY EXIT LIGHT CONNECTOR AT PAX SEAT 20 HJ. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	373AA 25200	BOEING 767323				WIRE	BROKE CABIN		3/13/98 AALA980496
SFO - DURING OVERNIGHT MAINTENANCE, EMERGENCY EXIT LIGHT AT PASSENGER SEAT 28B INOPERATIVE. REPAIRED BROKEN EMERGENCY EXIT LIGHT WIRE AT PASSENGER SEAT 28B. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	380AN 25449	BOEING 767323				CONNECTOR	BROKEN CABIN		3/20/98 AALA980548
SFO - DURING OVERNIGHT MAINTENANCE, EMERGENCY EXIT LIGHT AT PAX SEAT 21H INOPERATIVE. REPLACED BROKEN EMERGENCY EXIT LIGHT CONNECTOR AT PAX SEAT 21H. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 DALA	180DN 25985	BOEING 767332				POWER SUPPLY BPS73	INOPERATIVE CABIN		4/11/98 DL76L980793
EMERG LIGHTS INOP ROW 24 THRU 28FG. REPLACED POWER SUPPLY, OPS CHECK NORMAL.									
5310 DALA	106DA 22218	BOEING 767232				STRUCTURE 141T3001	CORRODED BS 430		4/11/98 DL767980799
FUSELAGE STRINGERS 36L TO 33R WERE FOUND CORRODED BETWEEN FS 412 AND 456. NEW SECTIONS OF STRINGER WERE SPLICED IN PER SRM OR LONGER BLUEPRINT STRINGER SPLICES WERE INSTALLED. A SMALL SECTION OF SKIN WAS CORRODED AND CUTOUT. THE SKIN WAS REPAIRED PER THE B767 SRM. THE OVERALL REPAIR WAS DOCUMENTED AND INSTALLED PER ER/A 364467-14, REV A. LIAISON ENGR'G DETERMINED THAT SPILL IN B/B WAS CAUSE AND THEREFORE AN ISOLATED INCIDENT.									
5312 TWAA	607TW 22570	BOEING 767231				PRESS WEB	CRACKED NLG WW		6/12/97 TWAA9804701
MCI - DURING OP16 MAINTENANCE CHECK, FOUND 4 HOLES AND DENTS IN FWD BLKHD OF NOSE WHEEL WELL, 12 TO 14 INCHES RBL AND APPROX 27 TO 30 INCHES UP FROM FUSELAGE SKIN. STOP DRILLED CRACKS, NDT OK. INSTALLED DOUBLER SKIN PER TYPICAL WEB REPAIR SRM 51-70-13. (M)									
5313 TWAA	610TW 22573	BOEING 767231				STRINGER	CORRODED BS 1275		3/18/98 TWAA9804203
LAX - DURING CHECK-C MAINTENANCE, FOUND CORROSION AT STRINGER 34L, FS 1275 IN AFT CARGO COMPARTMENT. REPAIRED STRINGER 34L PER SRM 53-30-03. (M)									
5330 DALA	1501P 24983	BOEING 7673P6				SKIN 143T32114	DAMAGED BS 620		4/7/98 DL76G980787
THE FUSELAGE SKIN AND STRINGERS BETWEEN FS 610 TO 63 AND STRINGERS 35L TO 37L WERE BADLY DENT AND TORN BY A GROUND EQUIPMENT IMPACT. THE DAMAGED SKIN AND STRINGERS WERE CUT OUT. THE STRINGERS WERE REPAIRED PER THE B767 SRM. THE SKIN WAS REPAIRED WITH AN EXTERNAL SKIN DOUBLER PER ER/A 364451-14, REV B.									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5730 TWAA	602TW 22565	BOEING 767231				PANEL	DELAMINATED RT WING		2/10/98 TWAA9804403
LAX - DURING C-CHECK MAINTENANCE, ON TOP OF RT WING FWD OF OUTBOARD FLAP CANOE, OUTBOARD OF NR 12 SPOILER, A PANEL IS DELAMINATING. INSTALLED HOT BOND REPAIR PER SRM 51-70-07. (M)									
5730 TWAA	610TW 22573	BOEING 767231				SKIN	DELAMINATED LT WING		3/12/98 TWAA9804404
LAX - DURING C-CHECK MAINTENANCE, ON TOP OF LEFT WING, TOP SURFACE OF LE BULL NOSE PANEL AFT OF NR 5 SLAT, OUTER SURFACE OF COMPOSIT MATERIAL WAS CRACKED IN TEN DIFFERENT PLACES. INSTALLED WEB LAYUPS REPAIR PER SRM 57-41-01. (M)									
5754 TWAA	604TW 22567	BOEING 767231				SKIN	DISBONDED LE SLAT		3/25/97 TWAA9804704
MCI - DURING OP 16 MAINTENANCE CHECK, FOUND DISBONDING ON UPPER SKIN OF NR 4 LE SLAT. INSTALLED TWO EACH FIELD REPAIR PATCHES PER SRM 51-70-10. (M)									
5754 TWAA	604TW 22567	BOEING 767231				SKIN	DISBONDING NR 2 LE SLAT		3/25/97 TWAA9804703
MCI - DURING OP 16 MAINTENANCE CHECK, FOUND DISBONDING ON TOP SKIN OF NR 2 LE SLAT. INSTALLED TWO REPAIR DOUBLERS PER SRM 51-70-10. (M)									
5754 DALA	125DL 24075	BOEING 767332				WEDGE 114T410131A	DELAMINATED NR 1 LE SLAT		4/10/98 DL76S980782
DELAMINATION WAS FOUND ON THE NR 1 L/E SLAT TRAILING EDGE WEDGE NEAR THE INB'D END. DELAM WAS APPROX 3 BY 6. REPAIRED PER ERA 364501-14AD.									
2133 UALA	783UA 26950	BOEING 777222	PWA PW4084			OUT FLOW VALVE	FAILED CABIN		3/26/98 98UAL900123
AT FL350 FLIGHT CREW GOT EICAS MESSAGE: 'FWD OUTFLOW VALVE'. AIRCRAFT DESCENDED DUE CLIMBING CABIN. CREW COULD NOT CONTROL CABIN PRESSURE. CAPTAIN DECLARED AN EMERGENCY AT FL240. FLIGHT CLEARED TO 10,000 FEET. DURING DESCENT, ALL OXYGEN MASKS DEPLOYED.									
7200 UALA	791UA 26933	BOEING 777222	PWA PW4084			ENGINE	SHUT DOWN RIGHT		10/14/97 97UAL900775
LOUD BANG AT V1 FROM RIGHT ENGINE. LOSS OF OIL PRESSURE AND QUANTITY. ENGINE SHUT DOWN AT 6000 FT. AIRCRAFT RETURNED TO LHR.									
7261 UALA	788UA 26942	BOEING 777222	PWA PW4084			OIL SYST	REQD SERVICE RT ENGINE		10/11/97 97UAL900774
AFTER TAKEOFF CLIMBING THROUGH 15000 FT, RIGHT ENGINE INDICATED ONE QUART OF OIL. ENGINE TEMPERATURE AND PRESSURE CONTINUED TO FLUCTUATE. AIRCRAFT RETURNED TO LAX.									
2730 DXTR	546QS 259046	BRAERO HAWKER1000				PULLEY B178008	BINDING ELEV CABLE		3/1/98 98ZZZX1439
*****	CONTROL COLUMN IS STIFF IN MOVEMENT FORE AND AFT. FOUND ELEVATOR CABLE PULLEY UNDER CHART CASE FLOOR (P/N F46) RUBBING FORWARD STATIC LINE. REPOSITIONED LINE.								
2435 KC2R	621MT 258036	BRAERO BAE125800A			LUCAS 23080005	BEARING 03601018	FAILED START/GENERATOR		3/10/98 800 98ZZZX1438
*****	OPERATOR NOTICED VIBRATION ON ENGINE. STARTER/GENERATOR WAS REMOVED AND INSPECTED. THERE WAS ENOUGH SIDE MOVEMENT OF ARMATURE THAT THE FAN BLADES RUBBED INSIDE OF COVER. DISASSEMBLED UNIT AND FOUND BOTH BEARINGS HAD FAILED. DISASSEMBLED END BEARING AND FOUND BALL RETAINER RIVETS HAD SHEARED AND ALLOWED BALLS TO MOVE RANDOMLY ALLOWING ARMATURE TO MOVE OFF CENTER.								

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3230 BR0A *****	2616D 402C0115	CESSNA 402C				BOLT AN17520	FAILED LT MLG TORQ LINK	4/1/98 98ZZZX1486	
PILOT WAS LANDING ACFT WITH A CROSSWIND FROM THE RIGHT. PILOT TOUCHED DOWN ON RIGHT MAIN GEAR FIRST, AND THEN ON THE LEFT. AS ACFT DECELERATED WITH LITTLE OR NO APPLIED BRAKING ACTION, IT STARTED TO WOBBLE AND VEERED TO THE LEFT COMING TO A STOP OFF OF THE LEFT HAND SIDE OF THE RUNWAY. APPARENTLY, THE LEFT HAND TORQUE LINKS ON THE MAIN GEAR HAD SEPARATED CAUSING THE ACFT TO VEER TO THE LEFT. THE BOLT FOR THE TORQUE LINKS WAS STILL IN THE LOWER LINK, AND THE NUT WAS FOUND CLOSE TO THE TOUCHDOWN SPOT. THE THREADS OF THE NUT WERE STTRIPPED AND PIECES OF THE COTTER PIN WERE STILL IN THE HOLE ON THE BOLT.									
2820 COMA	952CA 7092	CNDAIR CL6002B19				COMPUTER 7366438	MALFUNCTION FUEL SYST	420 3743	4/12/98 COMA9860075
FUEL IMBALANCE MESSAGE DURING FLIGHT. REPLACED THE FUEL COMPUTER.									
5350 VTZA	624BR 7211	CNDAIR CL6002B19				RADOME 6003303881	DAMAGED FWD FUSELAGE	3/20/98 VTZA98140	
FLT 6718 - ATL-IAD - DURING CRUISE, AIRCRAFT MADE AN SCHEDULED LANDING WITH ONE DISCREPANCY WHICH AIRCRAFT WAS DAMAGED BY HAIL AND A/C HAD A ENGINE SHUTDOWN DUE TO FLAMEOUT. ENGINE WAS RESTARTED WITH NO PROBLEMS INDICATING. AIRCRAFT LANDED AT IAD AND WENT TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND MAINTENANCE REMOVED AND REPLACED RADOME, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
8012 COMA	979CA 7159	CNDAIR CL6002B19				START VALVE 8989308	MALFUNCTION RT ENGINE	1733	4/8/98 COMA980074
RIGHT ENGINE START MESSAGE CAME ON AFTER TAKEOFF. REPLACED THE ENGINE AIR START VALVE.									
7200 GCNA	177GC 263	DHAV DHC6300	PWA PT6A27			ENGINE	FAILED LEFT	23907 11918	2/10/98 98ZZZX1488
LEFT ENGINE TORQUE PRESSURE DROPPED TO ZERO AFTER SLIGHT POWER REDUCTION, CAME BACK UP TO ABOUT 4 PSI, POWER INCREASED TO 15 PSI. AFTER ANOTHER SLIGHT POWER REDUCTION, TORQUE DROPPED TO ZERO AND OIL PRESSURE DROPPED BELOW 40 PSI. FEATHERED AND SECURED ENGINE. ONCE ON GROUND, MAINTENANCE PERSONNEL RESTARTED ENGINE AND PERFORMED A THOROUGH GROUND RUN, AND COULD NOT DUPLICATE PROBLEM OR FIND ANY DISCREPANCIES. REPLACED THE FUEL CONTROL UNIT AS A PRECAUTIONARY MEASURE BECAUSE NO DISCREPANCIES IN THE ENGINE, ENGINE ACCESSORIES, OR ENGINE SYSTEMS COULD BE FOUND.									
5510 CICA	25AG 25	DHAV DHC7102				TAPE 12206020	TORN HORIZ STAB	3/5/98 98ZZZM423	
FLT 9051 - CANCELLED DUE TO SPEED TAPE COMING OFF FROM HORIZONTAL STABILIZER. THE AIRCRAFT WAS INSPECTED AND FOUND TO BE SAFE FOR FERRY FLIGHT TO FLL. MAINTENANCE REMOVED TORN TAPE AND REPLACED TAPE OVER LIGHTNING HOLE. AIRCRAFT RETURNED TO SERVICE. (M)									
7320 CICA	4860J 19	DHAV DHC7102	PWA PT6A50			LINKAGE 324475315	OUT OF ADJUST NR 2 ENGINE	1/17/98 98ZZZM422	
PRIOR TO FLT 9486, PILOT REPORTED NR 2 ENGINE LOSES FUEL PRESSURE WHEN CONDITION LEVER IS BROUGHT TO START FEATHER POSITION. THE AIRCRAFT WAS INSPECTED AND FOUND TO BE SAFE FOR FERRY FLIGHT, WITH NR 2 ENGINE SHUT DOWN, TO FLL MX BASE. INSPECTION FOUND FCU LINKAGE OUT OF ADJUSTMENT. READJUSTED LINKAGE, SAFETIED, TEST RUN OK. AIRCRAFT WAS RELEASED FOR FLIGHT. (M)									
7711 CICA	4860J 19	DHAV DHC7102				CONNECTOR 7700P4	BROKEN NR 1 ENGINE	2/24/98 98ZZZM421	
FLT 204 - PID-MIA - PILOT REPORTED NR 1 T5 GAUGE HAD IMPROPER INDICATION, 100-200 DEGREE TOO LOW. THE AIRCRAFT WAS INSPECTED AND FOUND SAFE FOR FERRY FLIGHT TO FLL MAINTENANCE. INSPECTION FOUND LOOSE WIRE ON CANNON PLUG ON T5 LINE IN WING ROOT. REPLACED PIN AND SECURED WIRE. RAN ENGINE AND FOUND T5 OPERATED NORMAL IAW MM. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 MALA	831MA 339	DHAV DHC8102				BULB MS25231316	FAILED CABIN	4/3/98 MALA976084	
DURING INSPECTION, EMERGENCY LIGHT 1E INOP. MAINTENANCE RELAMPED. OPS CHECK GOOD.									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3350 MALA	846MA 344	DHAV DHC8102				LIGHT	LOOSE CABIN		4/5/98 MALA976086
DURING INSPECTION, EMERGENCY EXIT DOOR ROW 4 SEAT A AND B NEEDS TO BE RESECURED. MAINTENACE RESECURED LIGHT. ALL CHECKS GOOD.									
3350 VNAA	436JS 3052	DORNER DO328100				BATTERY 321430	DISCHARGED CABIN		4/5/98 VNAA9804005
DURING THE PREFLIGHT INSPECTION, A SECTION OF EMERGENCY LIGHTS WAS NOTES TO BE INOPERATIVE. MAINTENANCE INSPECTED AND REPLACED THE 6LK EMERGENCY BATTERY PACK, IN ACCORDANCE WITH DORNER MM 33-51-01. OPERATIONAL CHECKS WERE COMPLETED AND THE ACFT RETURNED TO SERVICE.									
3418 VNAA	442JS 3060	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		SENSOR 861EF1	MALFUNCTIONED FUSELAGE		4/10/98 VNAA9804008
DURING THE TAKEOFF ROLL, AN ANGLE OF ATTACK MISCOMPARE WARNING MESSAGE ILLUMINATED. THE TAKEOFF WAS ABORTED AND THE AIRCRAFT RETURNED TO THE GATE. MAINTENANCE INSPECTED AND PERFORMED A SYSTEMS OPERATIONAL CHECK, IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 27-33-00. NO PROBLEMS WERE NOTED.									
3251 NWAA	141US 46750	DOUG DC1040				CYLINDER ACG74405505	FAILED NLG STEERING	47096 6446	4/14/98 9806531141
DURING TAKEOFF ROLL, LOST NR 1 HYDRAULIC SYSTEM. ABORTED TAKEOFF AND RETURNED TO THE GATE. MAINTENANCE FOUND THE LEFT NOSE WHEEL STEERING CYLINDER LEAKING. REPLACED THE STEERING CYLINDER, CHECKED FILTERS, AND REFILLED SYSTEM. LEAK AND OPERATIONAL CHECK OK.									
5210 FDEA	317FE 46835	DOUG DC1030F				LATCHING MECH	MALFUNCTION CABIN DOOR		4/13/98 98FDEA00266
AFTER TAKEOFF, AIRCRAFT WOULD NOT PRESSURIZE. DISCOVERED 6 FT AFT CABIN DOOR OPEN APPROX 2.5 INCHES. DUMPED FUEL AND LANDED VCP WITHOUT INCIDENT. RESET DOOR PER M/M 52-10-01-2 ARMS OK. CHECKED FOR ELECTRICAL ANOMOLIES TO LOCK PIN RELEASE AND ACTUATOR. FOUND NO POWER COMING OUT OF AFT DOOR LIMIT SWITCH IN THE DOOR STOW POSITION. OK TO CONTINUE ON PREVIOUS DEFERRED.									
5311 NWAA	162US 46771	DOUG DC1040				FRAME	CORRODED BS 1009		3/29/98 9806321162
DURING L-CHECK, FOUND CORROSION ON ANGLE AT FORWARD CARGO DOOR LOWER AFT JAMB FS 1009, RBL 75. REPAIRED PER EA 11-156221.									
5311 NWAA	162US 46771	DOUG DC1040				FRAME	CRACKED BS 459		3/14/98 9806301162
DURING L-CHECK, FOUND CRACK IN LOWER NOSE FUSELAGE FRAME RIGHT SIDE, FS 459, RBL 61. REPAIRED PER EA 11-155559.									
5311 NWAA	162US 46771	DOUG DC1040				FRAME	CRACKED BS 459		3/14/98 9806311162
DURING L-CHECK, FOUND CRACK IN LOWER NOSE FUSELAGE FRAME LEFT SIDE, FS 459, LBL 61. REPAIRED PER EA 11-155558.									
5320 CALA	14063 47864	DOUG DC1030				JAMB	CORRODED BS 1964		4/7/98 CALA9800644
INSPECTION FOUND CORROSION ON ENTRY LOWER AFT CARGO JAMB BOX AT STA 1964 BETWEEN STRINGER 40-46. THE CORRODED AREAS WERE REMOVED. A STRAP, DOUBLERS, PLUG, ANGLE, AND FILLER WERE FABRICATED AND INSTALLED IAW SRM 53-50-00, FIGURE 14.									
5320 CALA	14063 47864	DOUG DC1030				SUPPORT	CORRODED BS 455		4/8/98 CALA9800645
INSPECTION FOUND CORROSION ON FLOOR OMEGA SUPPORT AT STA 455, RBL 45. THE FLOOR SUPPORT WAS REMOVED. A NEW FLOOR SUPPORT WAS FABRICATED AND INSTALLED IAW SRM 53-70-00, 51-20-00, AND 51-31-01.									
5510 G6OA	600GC 46965	DOUG DC1030F				FAIRING AVB7021503	CRACKED LT HORIZ STAB		3/25/98 G6OA018
GROUND MAINTENANCE FOUND PART OF THE LEFT AFT HORIZONTAL STABILIZER TRAILING EDGE UPPER SIDE MISSING. GROUND MAINTENANCE PERFORMED AN INTERIM REPAIR IAW BOEING TELEX SEQUENCE 9809446. AIRCRAFT RETURNED TO SERVICE. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5720 CALA	19072 46576	DOUG DC1030				FRAME	BROKEN LT MLG		4/8/98 CALA9800653
THE AIRCRAFT LOST NR 3 HYDRAULIC SYSTEM FLUID WHILE EN ROUTE. THE AIRCRAFT WAS RETURNED TO IAH WHERE IT LANDED WITHOUT INCIDENT. INITIAL FINDINGS REVEALED THE LT MLG SUPPORT FRAME ASSEMBLY WAS BROKEN.									
7230 NWAA	228NW 46578	DOUG DC1030	GE CF650C			COMPRESSOR	STALLED NR 3 ENGINE		4/6/98 9806331228
DURING TAKEOFF AT ROTATION, THE NR 3 ENGINE COMPRESSOR STALLED SEVERAL TIMES WITH VISIBLE FIRE REPORTED BY THE TOWER AND FLIGHT ATTENDANT. NOTICEABLE FUEL FLOW DECREASE AND POWER LOSS OCCURRED. BOTH FIRE BOTTLES FOR THE NR 3 ENGINE WERE DISCHARGED AND THE ENGINE WAS SHUT DOWN. FUEL WAS DUMPED AND THE AIRCRAFT RETURNED TO BOM AND LANDED WITHOUT FURTHER DIFFICULTY. MAINTENANCE REPLACED THE ENGINE AND THE AIRCRAFT RETURNED TO SERVICE.									
7230 NWAA	133JC 46752	DOUG DC1040	PWA JT9D20			COMPRESSOR	STALLED NR 3 ENGINE		4/9/98 9806431143
DURING LANDING ROLLOUT WHILE IN REVERSE THRUST, THE NR 3 ENGINE COMPRESSOR STALLED. THE EGT ROSE TO 980C FOR THREE SECONDS BEFORE THE ENGINE WAS SHUT DOWN. A BORESCOPE WAS PERFORMED WITH NO DEFECTS NOTED. THE AIRCRAFT WAS REMOVED FROM SERVICE AND FERRIED TO MSP DUE TO SIMULTANEOUS STALL ON THE NR 1 ENGINE.									
7230 NWAA	133JC 46752	DOUG DC1040	PWA JT9D20			COMPRESSOR	STALLED NR 1 ENGINE		4/9/98 9806421143
DURING LANDING ROLLOUT WHILE IN REVERSE THRUST, THE NR 1 ENGINE COMPRESSOR STALLED. THE EGT ROSE TO 980C FOR THREE SECONDS BEFORE THE ENGINE WAS SHUT DOWN. A BORESCOPE WAS PERFORMED WITH NO DEFECTS NOTED. THE AIRCRAFT WAS REMOVED FROM SERVICE AND FERRIED TO MSP DUE TO SIMULTANEOUS STALL ON THE NR 3 ENGINE.									
7230 NWAA	155US 46764	DOUG DC1040	PWA JT9D20			COMPRESSOR	STALLED NR 3 ENGINE		4/8/98 9806391155
AT TOP OF DESCENT, THE NR 3 ENGINE COMPRESSOR STALLED WHEN THE POWER LEVER WAS RETARDED. THE ENGINE ROLLED BACK AND THE EGT BEGAN TO RISE. EGT CLIMBED TO 810C AND THE ENGINE WAS SHUT DOWN. THE COM PROCEDURE WAS FOLLOWED AND A SUCCESSFUL RESTART WAS ACCOMPLISHED. THE ENGINE PERFORMED NORMALLY FOR THE REMAINDER OF THE FLIGHT. THE AIRCRAFT WAS REMOVED FROM SERVICE AND THE NR 3 ENGINE WAS CHANGED.									
7830 NWAA	148US 46757	DOUG DC1040	PWA JT9D20J			TR UNIT	MALFUNCTIONED NR 2 ENGINE		4/9/98 9806411148
WHEN ENGINE POWER WAS ADVANCED TO THE TAKEOFF SETTING, THE NR 2 ENGINE THRUST REVERESER UNLOCK INDICATION ILLUMINATED. THE TAKEOFF WAS ABORTED AT APPROXIMATELY 30 KTS AND THE AIRCRAFT RETURNED TO THE GATE. MAINTENANCE PLACED THE REVERSER ON MEL 78-1A.									
2730 FXLA *****	507DC 45855	DOUG DC851				CRANK ASSY 4644177	CRACKED RT ELEVATOR	69023	3/21/98 98ZZZM442
ON ARRIVAL MIA PILOT REPORTED LEFT WING VERY HEAVY ON TAKEOFF AND LANDING. GROUND INSPECTION REVEALED A BROKEN CRANK ASSEMBLY AT THE RIGHT ELEVATOR BUS TORQUE TUBE. THE BREAK OCCURRED AT THE LARGE DIAMETER HOLE WHERE THE CRANK ASSY MOUNTS ON THE ELEVATOR BUS TORQUE TUBE. IT APPEARS A CRACK EMANATED FROM THE THROUGH BOLT RETAINING HOLE OF THE CRANK CAUSING THE CRANK TO SEPARATE FROM THE BUS TORQUE TUBE. THE CRANK ASSY WAS REPLACED AND AIRCRAFT RETURNED TO SERVICE. (M)									
2780 IPXA	867UP 45967	DOUG DC873F				FITTING 37701441	CRACKED RT LE FLAP		3/28/98 UPS98826425
INSPECTION TYPE-C, RT O/B SLOT TORQUE TUBE I/B END FITTING IS CRACKED IN RADIUS. REMOVED AND REPLACED FITTING IAW M/M 27-80-05.									
2910 CKSA	817CK 45887	DOUG DC861				HYDRAULIC PRESS	LOST HYD SYST		3/7/98 CKSA98208
MAN RUDDER AND AILERON LIGHTS CAME ON IN FLIGHT ALONG WITH RES PRESS LOW LIGHT HYD QTY DROPPED DOWN ONE-THIRD FROM FULL. LOST ALL HYD PRESS, PERFORMED ABNORMAL HYDRAULICS THEN EMERGENCY HYDRAULIC CHECKLIST ACCORDING TO FOM. MADE 0 FLAP LANDING SFO.									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3230 RRXA	990CF 46068	DOUG DC862				PIN 47783031	BROKEN LT MLG		4/9/98 RRXA98076
DOORS AND LANDING GEAR UNSAFE LIGHTS REMAINED ILLUMINATED AFTER GEAR HANDLE WAS PLACED IN THE UP POSITION. TOWER REPORTED LEFT MAIN LANDING GEAR DOWN. HYDRAULIC PRESSURE AND QUANTITY GOOD, THREE GEAR PINS ON BOARD. AIRCRAFT GEAR CYCLED ONCE TOWER REPORTED GEAR (LEFT) STILL DOWN. REMOVED AND REPLACED LMLG BOSS PIN IAW UAL DC-8 M/M 32-11-62 AND PERFORMED LMG OPS CHK IAW DC-8 M/M 32-32-2.									
3260 ABXA	804AX 45987	DOUG DC862				PROX SWITCH 0080004003	OUT OF ADJUST RT MLG WW		4/10/98 ABXA9800344
RED GEAR UNSAFE LIGHT REMAINED ILLUMINATED AFTER GEAR RETRACTION. DOOR NOT LATCHED LIGHT WAS ILLUMINATED. RECYCLED GEAR TWICE, UPLATCH CHECKED GOOD. PERFORMED ADJUST/TEST OF MAIN LANDING GEAR IAW DC8 MM 32-6. SYSTEM OPS CHECKED GOOD AFTER ADJUSTMENT.									
3260 ABXA	815AX 46097	DOUG DC863				UNSAFE LIGHT	ILLUMINATED LT MLG DOOR		4/7/98 ABXA9800325
GEAR UNSAFE LIGHT ILLUMINATED DURING GEAR UPLATCH CHECK. LEFT LANDING GEAR DOOR INDICATED UNLATCHED ON FLIGHT ENGINEERS PANEL. RECYCLED GEAR, SAME RESULT.									
3610 FXLA	30UA 45888	DOUG DC861				DUCT 37771641	LOOSE NR 2 ENGINE	54700	3/12/98 98ZZM441
DURING CRUISE MASTER FIRE WARNING LIGHT CAME ON. VERIFIED NR 2 ENGINE AT FAULT. REDUCED POWER AND LIGHT WENT OUT. TESTED FIRE WARNING SYSTEM WHICH WAS SATISFACTORY. RESTORED POWER AND NO FURTHER INDICATION. GROUND INSPECTION REVEALED LOW PRESS PNEUMATIC DUCT LOOSE. TIGHTENED AND SECURED GLAND NUT. RAN ENGINE FOR 20 MINUTES AND SYSTEM CHECKED NORMAL. RETURNED AIRCRAFT TO SERVICE. (M)									
5311 IPXA	867UP 45967	DOUG DC873F				FRAME	CORRODED BS 460		3/29/98 UPS98826333
INSPECTION TYPE:C STA 460 FRAME AT STR 36 FWD SIDE OF FRAME IS CORRODED JUST BELOW FLOORBOARD SUPPORT. REPAIRED AREA IAW SRM 53-2-0.									
5311 IPXA	867UP 45967	DOUG DC873F				FRAME	CRACKED BS 704		3/29/98 UPS98826338
INSPECTION TYPE:C LOWER EXTERIOR FUSELAGE AT STA 704 LBL6 FRAME ANGLE IS CRACKED. REPAIRED AREA IAW DWG 5750365 AND SRM 53-2-0 FIG 1B.									
5311 IPXA	803UP 46073	DOUG DC873F				FRAME 97549199	CRACKED BS 1180		4/1/98 UPS98826410
INSPECTION TYPE-C, STA 1180 FRAME AT STR 9R HAS A SMALL CRACK. REPAIRED AREA IAW DWG 9754919 AND SRM 51-1-20D.									
5313 IPXA	836UP 45936	DOUG DC873F				LONGERON	CORRODED BS 190-380		3/17/98 UPS98826354
INSPECTION TYPE:C/CK, LONGERON 35 LEFT STA 190 380 CORRODED. REMOVED L35L. FOUND TO BE CORRODED BEYOND LIMITS, RECEIVED NEW LONGERON PART 9754913 324 LOCATED AND DRILLED LONGERONS IAW DC8 SRM 51 3 2. INSTALLED WITH HI-LOKS IAW DC8 SRM 51 1 20D.									
5313 IPXA	836UP 45936	DOUG DC873F				LONGERON	CORRODED BS 190-220		3/12/98 UPS98826353
INSPECTION TYPE:C/CK FWD LOWER CARGO, LONG 35 R CORRODED STA 190 TO 220. REMOVED I/B AND O/B SECTIONS OF LONGERON 35 RIGHT, LONGERON CORRODED BEYOND LIMITS IAW DC8 SRM 53 2 0. LOCATED DRILLED AND DEBURRED LONGERON IAW DC8 SSRM 51 1 24 AND INSTALLED IAW DC8 SRM, 51 1 20D.									
5313 IPXA	867UP 45967	DOUG DC873F				LONGERON 3648667	CORRODED BS 55		3/28/98 UPS98826428
INSPECTION TYPE-D, FS 55 LONGERON 30R WAS FOUND WITH CORROSION REMOVAL BEYOND SRM LIMITS. REMOVED AND REPLACED LONGERON IAW SRM 51-3-0 AND 51-1-20D.									

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5313 IPXA	803UP 46073	DOUG DC873F				LONGERON 561537757	DAMAGED BS 1500-1520		3/30/98 UPS98826404
INSPECTION TYPE-C, STA 1500 TO 1520, STR 29L TOP FLANGE IS PART MISSING. REMOVED, FABRICATED AND INSTALLED REPLACEMENT LONGERON IAW DWG 5615377 AND SRM 51-1-21.									
5320 IPXA	836UP 45936	DOUG DC873F				SPLICE	CRACKED BS 1050		3/14/98 UPS98826359
INSPECTION TYPE:C/CK, STA 1050, L31R SPLICE CRACKED. REMOVED SPLICE IAW DC8 SRM 51 1 20D AND DC8 SRM 51 3 1, MATERIAL ID 3750257-1 FITTING IAW DAC DWG 5750322, ALODINED AND PRIMED MATING AR EA IAW DC8 SRM 51 1 8. INSTALLED FITTING IAW DC8 SRM 51 1 20D.									
5320 IPXA	836UP 45936	DOUG DC873F				FITTING	CORRODED BS 1160		3/17/98 UPS98826357
INSPECTION TYPE:C/CK, Z FITTING AT L34R L33R AT FUSELAGE STATION 1160 HAS EXTENSIVE CORROSION. REMOVED Z FITTING CUT NEW 2 FITTINGS AND FABBED REPAIR ANGLES IAW DC8 SRM 53 2 0. TRANSFER EXISTING HOLES TO NEW 2 FITTINGS IAW DC8 SRM 51 3 2. ALODINED AND PRIMED REPAIR ANGLES IAW DC8 SRM 51 1 8. INSTALLED 2 FITTING AND REPAIR ANGLES IAW DC8 SRM 51 1 20D.									
5320 IPXA	836UP 45936	DOUG DC873F				FITTING	CRACKED BS 1228		3/17/98 UPS98826360
INSPECTION TYPE:C/CK, Z FITTING STA L35R L34R FS 1228 IS CRACKED AND CORRODED. REMOVED OLD FITTING HOLES IN NEW FITTING IAW DC8 SRM 51 1 24. ALODINED AND PRIMED HOLES IAW DC8 SRM 51 1 8. INSTALLED NEW FITTING IAW DC 8 SRM 51 1 20D.									
5320 IPXA	836UP 45936	DOUG DC873F				FITTING	CORRODED BS 280		3/15/98 UPS98826358
INSPECTION TYPE:C/CK, Z FITTING CORRODED AT FUSELAGE STATION 280 34R- 35R. REMOVED OLD FITTING LOCATED AND DRILLED NEW FITTING IAW DC8 SRM 51 1 20D. INSTALLED NEW FITTING IAW DC8 SRM 51 1 20D.									
5320 IPXA	836UP 45936	DOUG DC873F				FITTING	CORRODED BS 340		3/14/98 UPS98826356
INSPECTION TYPE:C/CK, Z FITTING CORRODED STA 340, LONGERON 35L TO 36. REMOVED OLD FITTING IAW DC8 SRM 51 1 20D. RECEIVED NEW PART PN 37558 2201N, LOCATED AND DRILLED NEW PART, IAW DC8 SRM 51 3 2 ALODINED AND PRIMED HOLE IN NEW PART IAW DC8 SR, 51 1 8, INSTALLED NEW PART IAW DC8 SRM 51 1 20D.									
5320 IPXA	867UP 45967	DOUG DC873F				FITTING 4611067N	CORRODED BS 70		3/25/98 UPS98826398
INSPECTION TYPE-C, STA 70, LONGERON 30L END FITTING IS CORRODED. REMOVED AND REPLACED FITTING IAW SRM 51-1-20D.									
5320 IPXA	867UP 45967	DOUG DC873F				FITTING 37558242	CORRODED BS 280		3/29/98 UPS98826334
INSPECTION TYPE:C SHEAR TIE FITTING AT STA 280 STRINGERS 33R AND 34R IS CORRODED. REMOVED, FABRICATED AND INSTALLED REPLACEMENT FITTING IAW SRM 53-2-0 FIG 2D.									
5320 IPXA	867UP 45967	DOUG DC873F				CLIP 5649982	CORRODED BS 55		3/25/98 UPS98826335
INSPECTION TYPE:C STA 55.00 AT STR 31R, THE SHEAR CLIP IS CORRODED. REMOVED, FABRICATED AND INSTALLED REPLACEMENT CLIP IAW SRM 53-3-1 FIG 3.									
5320 IPXA	867UP 45967	DOUG DC873F				CLIP 56499982	CORRODED BS 35		3/25/98 UPS98826337
INSPECTION TYPE:C STA 35 AT STR 31R, THE SHEAR TIE FITTING IS CORRODED. REMOVED, FABRICATED INSTALLED REPLACEMENT FITTING IAW SRM 53-3-1 FIG 3.									
5320 IPXA	867UP 45967	DOUG DC873F				DOUBLER 5649028	CORRODED BS 40-60		3/30/98 UPS98826395
INSPECTION TYPE-C, A/C INTERNAL DOUBLER STA 40 TO 60 AT STR 27R IS CORRODED. REMOVED FABRICATED AND INSTALLED REPLACEMENT DOUBLER IAW 8110-3 APPROVED DHC SK867-872.									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5320 IPXA	867UP 45967	DOUG DC873F				CLIP 5649982	CORRODED BS 25		3/27/98 UPS98826336
INSPECTION TYPE:C STA 25 AT STR 31R, THE SHEAR CLIP IS CORRODED. REMOVED, FABRICATED AND INSTALLED REPLACEMENT CLIP IAW SRM 53-3-1 FIG 3.									
5320 IPXA	803UP 46073	DOUG DC873F				FITTING 3773077510	CORRODED BS 1300		3/30/98 UPS98826405
INSPECTION TYPE-C, STA 1300 AT STR 27R, THE FLOORBEAM SUPPORT FITTING HAS HEAVY CORROSION, CRACKING. REMOVED, FABRICATED AND INSTALLED REPLACEMENT FITTING IAW DWG 3773077 AND SRM 51-1-21.									
5320 IPXA	803UP 46073	DOUG DC873F				FITTING 47504192	CRACKED BS 1140		3/31/98 UPS98826401
INSPECTION TYPE-C, STA 1140 AT STR 22R, SHEAR TIE FITTING IS CRACKED. REMOVED, FABRICATED AND INSTALLED REPLACEMENT FITTING IAW DWG 4750419 AND SRM 51-1-21.									
5320 IPXA	803UP 46073	DOUG DC873F				FITTING 37558541	CRACKED BS 1220		3/30/98 UPS98826403
INSPECTION TYPE-C, STA 1220 AT STR 27L, THE DOOR OPEN STOP FITTING IS CRACKED. REMOVED, FABRICATED AND INSTALLED REPLACEMENT FITTING IAW DWG 3755854-1.									
5320 IPXA	803UP 46073	DOUG DC873F				FITTING 37799782	CRACKED BS 700		3/30/98 UPS98826406
INSPECTION TYPE-C, MAIN CABIN AT STA 700, STR 13R, FRAME TIE FITTING IS CRACKED. REMOVED AND REPLACED FITTING IAW SRM 51-1-21 AND DWG 3779978.									
5320 IPXA	803UP 46073	DOUG DC873F				FITTING 3641125501N	CRACKED BS 759		4/3/98 UPS98826407
INSPECTION TYPE-C, MAIN CABIN AT STA 759 LBL 47, ON TOP OF CENTER WING BOX, TIE FITTING IS CRACKED. REMOVED AND REPLACED FITTING IAW DWG 3641125 AND SRM 51-1-21.									
5320 IPXA	803UP 46073	DOUG DC873F				FITTING 37534882	CORRODED BS 560		4/4/98 UPS98826408
INSPECTION TYPE-C, MAIN CABIN AT STA 560 AND STR 21R, THE FRAME TO CUSP TIE FITTING IS CORRODED BEYOND LIMITS. REMOVED AND REPLACED FITTING IAW SRM 51-1-21 AND DWG 3753488.									
5320 IPXA	803UP 46073	DOUG DC873F				FITTING 37798742	CRACKED BS 759		3/31/98 UPS98826402
INSPECTION TYPE-C, MAIN CABIN AT STA 759 AND STR 13R, FRAME TO STR TIE FITTING IS CRACKED. REMOVED, FABRICATED AND INSTALLED REPLACEMENT FITTING IAW DWG 37798874 AND SRM 51-1-21.									
5320 IPXA	803UP 46073	DOUG DC873F				DOUBLER 5612298339	CORRODED BS 10-30		3/31/98 UPS98826413
INSPECTION TYPE-C, COCKPIT SUB FLOOR AT STA -30 TO -10, RBL 24 TO 29, THE FINGER DOUBLER HAS HEAVY CORROSION. REMOVED, FABRICATED AND INSTALLED REPLACEMENT DOUBLER IAW DWG 5612298 AND SRM 51-1-20D.									
5320 IPXA	803UP 46073	DOUG DC873F				FRAME	CRACKED LT COCKPIT		3/29/98 UPS98826422
INSPECTION TYPE-C, FRAME CRACKED IN RADIUS, JUST FWD OF CAPT'S WINDSHIELD. INSIDE RAIN REMOVAL PLENUM ACCESS PLATE #94L, UPPER INBD CORNER. REPAIRED IAW SRM 53-2-0 FIG 1B.									
5320 IPXA	803UP 46073	DOUG DC873F				FITTING 46401622	CORRODED BS 1540		4/3/98 UPS98826418
INSPECTION TYPE-C, STA 1540 AT STR 21L, THE FLOOR TO CUSP TIE FITTING IS CORRODED BEYOND LIMITS. REMOVE AND REPLACED FITTING IAW DWG 4640162 AND SRM 53-2-0 FIG 20.									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5320 IPXA	803UP 46073	DOUG DC873F				CLIP 5779936	CRACKED BS 1540		4/2/98 UPS98826387
INSPECTION TYPE-C, INTERCOSTAL TIE CLIP IS CRACKED AT STA 1540 AND STR 10. REMOVED FABRICATED AND INSTALLED REPLACEMENT CLIP IAW SRM 51-1-21 AND DWG 5779936.									
5320 IPXA	803UP 46073	DOUG DC873F				FITTING 37558471N	CRACKED BS 1220		3/30/98 UPS98826400
INSPECTION TYPE-C, STA 1220 AT STR 33R, THE FRAME TIE FITTING IS CRACKED. REMOVED AND REPLACED FITTING IAW SRM 51-1-21 AND DWG 3755847.									
5320 IPXA	803UP 46073	DOUG DC873F				DOUBLER 561229877	CORRODED BS 10-30		4/2/98 UPS98826414
INSPECTION TYPE-C, COCKPIT SUB FLOOR AT STA -30 TO -10 LBL 16 TO 24, THE FINGER DOUBLER IS CORRODED BEYOND LIMITS. REMOVED, FABRICATED AND INSTALLED REPLACEMENT DOUBLER IAW DWG 5612298-77 AND SRM 51-1-20D.									
5320 IPXA	803UP 46073	DOUG DC873F				FITTING 4705211	CRACKED BS 680-700		3/28/98 UPS98826390
INSPECTION TYPE-C, MAIN CABIN STA 680 TO 700 AT STR 1, THE SPLICE FITTING IS CRACKED. REMOVED AND REPLACED FITTING IAW SRM 51-1-21 AND DWG 4750521.									
5320 IPXA	803UP 46073	DOUG DC873F				FITTING 37799781	CRACKED BS 700		3/31/98 UPS98826347
INSPECTION TYPE:C MAIN CABIN AT STA 700, STR 18R, THE FRAME TIE FITTING IS CRACKED. REMOVED AND REPLACED FITTING IAW DWG 3779978 AND SRM 51-1-20D.									
5320 IPXA	803UP 46073	DOUG DC873F				FITTING 37799781	CRACKED BS 700		3/31/98 UPS98826346
INSPECTION TYPE:C MAIN CABIN AT STA 700, STR 13L, THE FRAME TIE FITTING IS CRACKED. REMOVED AND REPLACED FITTING IAW DWG 3779978 AND SRM 51-1-20D.									
5320 IPXA	803UP 46073	DOUG DC873F				TIE CLIP 564932963	CRACKED BS 1725		4/1/98 UPS98826345
INSPECTION TYPE:C STA 1725, BETWEEN STR 32R-33R, INTERCOSTAL FRAME TIE CLIP IS CRACKED. REMOVED, FABRICATED AND INSTALLED REPLACEMENT CLIP IAW DWG 5649329 AND SRM 51-1-20D.									
5320 IPXA	803UP 46073	DOUG DC873F				FITTING 3779659501	CORRODED BS 902		3/29/98 UPS98826409
INSPECTION TYPE-C, MAIN CABIN AT STA 902 AND LONG 6L, THE LONG END FITTING IS CRACKED AND HAS HEAVY CORROSION. REMOVED AND REPLACED FITTING IAW DWG 3779659 AND SRM 51-1-21.									
5320 IPXA	803UP 46073	DOUG DC873F				FITTING 37799782	CRACKED BS 781		3/31/98 UPS98826399
INSPECTION TYPE-C, MAIN CABIN AT STA 781 STR 18L, THE FRAME TO STR TIE FITTING IS CRACKED. REMOVED, FABRICATED AND INSTALLED REPLACEMENT FITTING IAW SRM 51-1-21 AND DWG 3779978.									
5320 IPXA	803UP 46073	DOUG DC873F				FITTING 47723591	CRACKED BS 1520		3/30/98 UPS98826393
INSPECTION TYPE-C, STA 1520 ON PIT CEILING AT BL 0, THE SEAT TRACK SUPPORT-T FITTING IS CRACKED. REMOVED, FABRICATED AND INSTALLED REPLACEMENT FITTING IAW DWG 4772359 AND SRM 51-1-21.									
5320 IPXA	803UP 46073	DOUG DC873F				DOUBLER	CORRODED BS 25-60		3/31/98 UPS98826412
INSPECTION TYPE-C, STA 25 TO 60 RBL36 TO 48, THE DOUBLER UNDER THE LAV FLOOR IS CORRODED. REMOVED, FABRICATED AND INSTALLED REPLACEMENT DOUBLER IAW SRM 53-2-0.									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5320 IPXA	803UP 46073	DOUG DC873F				FITTING 37558472N	CRACKED BS 1160		4/4/98 UPS98826411
INSPECTION TYPE-C, STA 1160 JUST ABOVE STR 33R, THE SHEAR TIE FITTING IS CRACKED. REMOVED AND REPLACED FITTING IAW DWG 3755847 AND SRM 51-1-20D.									
5320 IPXA	803UP 46073	DOUG DC873F				ANGLE 975187951	CRACKED BS 310-330		4/8/98 UPS98826391
INSPECTION TYPE-C, WEB SUPPORT ANGLE IS CRACKED IN 2 PLCS AT STA 310 AND 330 STR 26L. REMOVED, FABRICATED AND INSTALLED REPLACEMENT ANGLES IAW DWG 9751879 AND SRM 51-1-21.									
5330 IPXA	836UP 45936	DOUG DC873F				SKIN	CORRODED BS 370		3/12/98 UPS98826355
INSPECTION TYPE:C/CK, FWD LOWER CARGO SKIN BULGED AND CORRODED AT STA 270 RIGHT OF L36. REMOVED LOWER BELLY SKIN STA 190 450 AND DOUBLERS DRILLED COUNTER SUNK AND INSTALLED NEW SKIN AND DOUBLERS IAW DC8 SMR 51 1 4, 51 1 20, 51 1 20D.									
5330 IPXA	803UP 46073	DOUG DC873F				SKIN	CRACKED BS 160		3/25/98 UPS98826423
INSPECTION TYPE-D, RT SIDE FWD SERVICE DOOR UPPER FWD CORNER CRACKED. REPAIRED IAW SRM 53-2-0.									
5512 IPXA	803UP 46073	DOUG DC873F				SKIN	CORRODED LT HORIZ STAB		3/29/98 UPS98826426
INSPECTION TYPE-D, LT HORIZ STAB INBD L/E HAS FILLIFORM CORROSION OUTBD END L/E XFS 197.5. REPAIRED IAW SRM 55-2-1.									
5542 IPXA	867UP 45967	DOUG DC873F				SKIN 5644210505	CORRODED RUDDER		3/27/98 UPS98826424
INSPECTION TYPE-C, RUDDER UPPER RT SIDE T/E BETWEEN UPPER STATIC WICKS IS A SMALL AREA OF CORROSION. REMOVED AND REPLACED RUDDER IAW M/M 27-21-01.									
5712 IPXA	803UP 46073	DOUG DC873F				RIB	CRACKED WS 622.5		3/26/98 UPS98826421
INSPECTION TYPE-C, LT WING L/E RIB LWR ARM CRACKED BY AFT FASTENER XFS 622.500. REPAIRED IAW SRM 57-2-0.									
5712 IPXA	803UP 46073	DOUG DC873F				RIB	CRACKED RT WING		4/1/98 UPS98826427
INSPECTION TYPE-D, RT WING I/B STUB WING I/B RIB FWD LWR CORNER HAS CRACK IN RADIUS. REPAIRED IAW SRM 57-2-0 FIG 2.									
5712 IPXA	803UP 46073	DOUG DC873F				RIB	CRACKED BS 347.75		4/1/98 UPS98826348
INSPECTION TYPE:C LT WING L/E RIB UPPER ARM IS CRACKED BY THE AFT FASTENER AT STA XFS 347.750. STOP DRILLED CRACK AND REPAIRED IAW SRM 57-2-0 FIG 2.									
5712 IPXA	803UP 46073	DOUG DC873F				RIB	CRACKED WS 858		4/5/98 UPS98826415
INSPECTION TYPE-C, RT WING L/E O/B SECTION AT STA XFS858.00, THE UPPER L/E RIB IS CRACKED AT THE AFT END. STOP DRILLED CRACK AND REPAIRED IAW SRM 57-2-0.									
5712 IPXA	803UP 46073	DOUG DC873F				RIB	CRACKED WS 497.491		4/1/98 UPS98826350
INSPECTION TYPE:C LT WING L/E RIB UPPER ARM IS CRACKED BY THE AFT FASTENER AT STA XFS 497.491. STOP DRILLED CRACK AND REPAIRED IAW SRR57-2-0 FIG 2.									
5712 IPXA	803UP 46073	DOUG DC873F				RIB	CRACKED WS 735.00		3/26/98 UPS98826394
INSPECTION TYPE-C, RT WING L/E AT STA XFS.735.00, THE UPPER L/E RIB IS CRACKED AT THE AFT END. STOP DRILLED CRACK AND REPAIRED IAW SRM 57-2-0 FIG 2.									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5712 IPXA	803UP 46073	DOUG DC873F				RIB	CRACKED WS 672.5		4/1/98 UPS98826344
INSPECTION TYPE:C RT WING L/E O/B NR 4 ENG RIB IS CRACKED AT STA XFS.672.500. STOP DRILLED CRACK AND REPAIRED IAW SRM 57-2-0 FIG 2.									
5714 IPXA	867UP 45967	DOUG DC873F				FITTING 47507182	CRACKED BS 704		3/29/98 UPS98826396
INSPECTION TYPE-C, LOWER FUSELAGE EXTERIOR CENTER WING BOX AT STA 704, RBL 3, THE FITTING IS CRACKED. REMOVED, FABRICATED AND INSTALLED REPLACEMENT FITTING IAW DWG 4750718.									
5714 IPXA	867UP 45967	DOUG DC873F				WEB 564667488	CRACKED BS 850		3/29/98 UPS98826397
INSPECTION TYPE-C, UPPER WING BOX AREA AT STA 850 RBL 65, BULKHEAD TO FUSELAGE WEB HAS A 3 INCH CRACK. REMOVED PRESSURE PANEL, FABRICATED REPLACEMENT PANEL AND INSTALLED IAW DWG 5646674.									
5720 IPXA	836UP 45936	DOUG DC873F				CLIP	CORRODED BS 855		3/13/98 UPS98826429
INSPECTION TYPE-C, CORROSION ON CENTER WING SPAR FITTINGS FS 855 INSIDE LT W/W BELOW UPPER CORNER. REMOVED CLIP, DRILLED AND INSTALLED IAW DC8 SRM 57-2-3.									
5720 IPXA	867UP 45967	DOUG DC873F				DOUBLER 576954541	CRACKED WS 850		4/2/98 UPS98826332
INSPECTION TYPE:C LT O/B L/E SECTION O/B END, THE EXTERIOR L/E SKIN IS CKACKED AND THE INTERNAL, DOUBLER/STRAP IS ALSO CRACKED. REMOVED, FABRICATED AND INSTALLED REPLACEMENT DOUBLER AND REPAIRED SKIN IAW SRM 57-2-0 FIG 2 AND 57-3-3 FIG 7.									
5720 IPXA	867UP 45967	DOUG DC873F				DOUBLER	CRACKED WS 539.635		3/28/98 UPS98826331
INSPECTION TYPE:C RT WING L/E AT STA XFS.539.635, DIRECTLY ABOVE NR 3PYLON, THE WING DOUBLER PLATE IS CRACKED. REMOVED, FABRICATED AND INSTALLED REPLACEMENT DOUBLER AND INTERNAL DOUBLER IAW SRM 57-2-1A FIG 1.									
5720 IPXA	803UP 46073	DOUG DC873F				INTERCOSTAL 561378521	CRACKED BS 80		3/31/98 UPS98826416
INSPECTION TYPE-C, COCKPIT SUB FLOOR AT STA -80, LBL 59, THE VERTICAL INTERCOSTAL IS CRACKED AT THE LWR END. REMOVED, FABRICATED AND INSTALLED REPLACEMENT INTERCOSTAL IAW DWG 5613785 AND SRM 51-1-20D.									
5730 IPXA	867UP 45967	DOUG DC873F				SKIN	CORRODED WS 709.5		3/27/98 UPS98826419
INSPECTION TYPE-C, LT WING L/E SKIN AT STA XFS 709.5 HAS INTERGRANNULAR CORROSION AROUND 2 FASTENERS. REPAIRED IAW SRM 57-2-0.									
5730 IPXA	867UP 45967	DOUG DC873F				SKIN	CORRODED WS 74.5		3/28/98 UPS98826362
INSPECTION TYPE:C RT WING TOP SKIN AT STA XRS.74.5 AND WING UPPER STR 9 HAS STRESS CORROSION CRACKING AT ONE FASTENER. REPAIRED AREA IAW SRM 57-2-1 FIG 10.									
5730 IPXA	803UP 46073	DOUG DC873F				SKIN	CORRODED WS 74		3/25/98 UPS98826417
INSPECTION TYPE-C, LT WING UPPER SURFACE IS CRACKED AT STA XRS 74 JUST FWD OF STR 9. REPAIRED AREA IAW SRM 57-2-1 FIG 10.									
5730 IPXA	803UP 46073	DOUG DC873F				SKIN	CORRODED WS 20-45		3/25/98 UPS98826392
INSPECTION TYPE-C, LT WING L/E UPPER SURFACE HAS HEAVY CORROSION AROUND FASTENERS AT FRONT SPAR BTWN STA XFS20 TO XFS45. REPAIRED AREA IAW SRM 57-2-1 FIG 37.									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5730 IPXA	803UP 46073	DOUG DC873F				SKIN	CORRODED WS 250.089		3/26/98 UPS98826351
INSPECTION TYPE:C LT WING LWR SURFACE OF I/B STUB WING HAS HEAVY CORROSION AROUND FASTENER XS 250.089. REPAIRED AREA IAW SRM 57-2-1.									
5730 IPXA	803UP 46073	DOUG DC873F				SKIN	CORRODED WS 126.5-107.5		3/25/98 UPS98826388
INSPECTION TYPE-C, LT WING L/E UPPER SURFACE HAS HEAVY CORROSION AROUND FASTENERS AT FRONT SPAR BTWN STA'S XFS126.250 TO XFS107.500. REPAIRED AREA IAW SRKM 57-2-1 FIG 37.									
5730 IPXA	803UP 46073	DOUG DC873F				SKIN	CORRODED WS 1.25-7.50		3/26/98 UPS98826389
INSPECTION TYPE-C, RT WING L/E AUX TANK I/B END ON TOP SKIN HAS HEAVY CORROSION UNDER THE SURFACE. REPAIRED THE AREA IAW SRM 57-2-1 FIG 37.									
5730 IPXA	803UP 46073	DOUG DC873F				SKIN	CORRODED BS 282.5		3/26/98 UPS98826349
INSPECTION TYPE:C RT WING L/E SKIN ON TOP AT STA XFS 282.500 HAS HEAVY CORROSION UNDER THE SURFACE. REPAIRED AREA IAW SRM 57-3-0.									
5730 IPXA	803UP 46073	DOUG DC873F				SKIN	CORRODED WS 227.333		4/3/98 UPS98826352
INSPECTION TYPE:C LT WING L/E SKIN AS STA XS 227.333 ON TOP HAS HEAVY CORROSION AROUND FASTENER HOLE. REPAIRED AREA IAW SRM 57-3-3 AND ADD 5720-7767.									
7830 ABXA	825AX 46115	DOUG DC863				HOSE AE246000E0480	LEAKING NR 2 TR UNIT		4/12/98 ABXA9800343
LOSS OF HYDRAULIC FLUID DOWN TO STANDPIPE LEVEL. AILERON CONTROL MANUAL LIGHT ILLUMINATED, HYDRAULIC PRESSURE VERY LOW AND NR 2 THRUST REVERSER LIGHT WAS FLASHING. REPLACED LEAKING HYDRAULIC HOSE TO THE THRUST REVERSER PUMP. RESERVICED HYDRAULIC SYSTEM, OPS CHECKED GOOD.									
2130 USAA	923VJ 48143	DOUG DC931				HOSE 1718561	FAILED LT ACM		3/13/98 USAAD98042
BUF - FLT 2101 - DURING CLIMB-OUT, THE FLIGHT CREW WAS NOT ABLE TO MAINTAIN THE PROPER PRESSURIZATION SCHEDULED. THE AIRCRAFT RETURNED TO THE FIELD AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED A TORN FLEXIBLE DUCT AT THE LEFT ACM. THE RIGHT AIR CONDITIONING PACK WAS ON MEL AT THE TIME. (M)									
2130 AALA	70401 49312	DOUG DC982				WIRE	FAILED E/E COMPT		3/16/98 AALA980515
MSY - FLT 480 - DURING CRUISE, EN ROUTE AUS MIA RED CABIN ALTIMETER LIGHT ILLUMINATED AT FL 330. CABIN ALTITUDE INDICATING GREATER THAN 10,000 FT COMMENCED EMERGENCY DESCENT AND EJECTED PASSENGERS O2 MASKS. AIRCRAFT DIVERTED TO MSY AND LANDED WITHOUT INCIDENT. REPAIRED BAD SPLICE 59-5, REPLACED BOTH PRIMARY AND SECONDARY AUTO PRESSURE CONTROLLERS. ACCOMPLISHED LEAK DOWN CHECK OF CABIN, ALL LEAK DOWN PARAMETERS WELL WITHIN LIMITS. GROUND PRESSURIZED AIRCRAFT, ALL PRESSURE CHECKS NORMAL. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
2130 USAA	830US 49443	DOUG DC982				DUCT	FAILED RIGHT		3/18/98 USAAD98044
RSW - FLT 932 - EN ROUTE AT 31,000 FEET THE FLOW LIGH TILLUMINATED ON THE PRESSURE CONTROLLER AND THE CABIN STARTED TO CLIMB AT 1000 FT/MIN. THE CREW SWITCHED TO THE STANDBY PRESSURIZATION SYSTEM BUT THE CABIN CONTINUED TO CLIMB AT THE MAX RATE, THE OUTFLOW VALVE WAS FULLY CLOSED. THE CAPTAIN INITIATED A DESCENT TO 10,000 FT AND THE FLOW LIGHT WENT OUT. THE FLIGHT CONTINUED TO ITS DESTINATION. MAINTENANCE SECURED THE RIGHT RAM AIR DUCT AT THE HEAT EXCHANGER PLENUM. (M)									
2130 TWAA	9407R 49400	DOUG DC983				CONTROL	INOPERATIVE PRESSURE SYSTEM		3/24/98 TWAA9804302
AFTER TAKEOFF OUTFLOW VALVE REMAINED OPEN. AIRCRAFT WOULD NOT PRESSURIZE. FLIGHT RETURNED TO JFK. PLACARDED AUTO CABIN PRESSURIZATION CONTROL INOPERATIVE PER MEL. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2170 AALA	226AA 49176	DOUG DC982				COALESCER 21D101	CONTAMINATED ACM BAY		2/18/98 AALA980367
TUL - FLT 1744 - AFTER TAKEOFF SMOKE WAS DETECTED IN THE CABIN WITH NO ABNORMAL INDICATIONS. AIRCRAFT RETURNED TO TUL AND LANDED WITHOUT INCIDENT. REPLACED BOTH AIR CYCLE MACHINE COALESCER BAGS. ACCOMPLISHED PACK BURNOUT PROCEDURE WITH NO DEFECTS FOUND. SYSTEM GROUND CHECKED NORMAL OPERATION. ACCOMPLISHED FERRY FLIGHT TUL-ORD. OPERATIONAL CHECKED NORMAL WITH NO DEFECTS FOUND. (M)									
2170 TWAA	9305N 49395	DOUG DC983				COALESCER	DIRTY CABIN		3/27/98 TWAA9804603
LGA - FLT 293 - AFTER TAKEOFF SMOKE FILLED CABIN AND COCKPIT WITH ODOR AND LIGHT HAZY SMOKE. FLIGHT RETURNED TO LGA. FOUND AIR COND PACK COALESCER BAGS CLOGGED BY DEBRIS FROM BIRD INJECTION. PERFORMED PACK BURNOUT AND REPLACED BOTH COALESCER BAGS. PERFORMED ECS HEALTH CHECK. (M)									
2420 USAA	946VJ 47026	DOUG DC931				CONTROL PANEL 976J2544	FAILED E/E COMPT		3/20/98 USAAD98046
CMH - FLT 920 - ON TAKEOFF THE AC CROSSTIE LOCKOUT AND RIGHT GENERATOR OFF LIGHT ILLUMINATED. THE AIRCRAFT RETURNED TO THE FIELD AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE RIGHT GENERATOR CONTROL PANEL. (M)									
2530 ZZDA	905VV 47378	DOUG DC932				LID	CORRODED NR 4 GALLEY		2/5/98 VJ9800123
LID AND TOP EDGE FOOD CARRIER AT NR 4 GALLEY CORRODED. FABRICATED LID AND REPLACED FASTENERS IN LID IAW DC9 SRM 51-10-2 AND 51-30-0.									
2560 MWEA	209ME 47730	DOUG DC932				SLIDE COVER 591769037	FELL OFF GALLEY DOOR		4/9/98 MWEA98397
THE GALLEY SLIDE COVER FELL OFF. MTC REINSTALLED GALLEY SLIDE COVER.									
2720 NWAA	915RW 47139	DOUG DC931				RUDDER VALVE	OUT OF ADJUST TAIL		4/12/98 9806599957
DURING CLIMBOUT, THE FLAP/RUDDER STOP INOPERATIVE INDICATION ILLUMINATED. FLIGHT RETURNED TO MSP AND LANDED WITHOUT INCIDENT. THE FLIGHT CREW NOTED THAT THE RUDDER/STOP INDICATION LIGHT EXTINGUISHED WHEN FLAPS WERE EXTENDED FOR LANDING. MAINTENANCE ADJUSTED AND TESTED THE AUXILIARY RUDDER THROW LIMITER CONTROL VALVE IN ACCORDANCE WITH MAINTENANCE MANUAL SPECIFICATIONS. OPERATIONAL CHECK NORMAL.									
2760 ABXA	944AX 47550	DOUG DC931			DOUG	FITTING 3923257501N	CRACKED RT SPOILER		4/8/98 ABXA9800331
DURING C-CHECK, FOUND THE RIGHT INBOARD SPOILER TORQUE TUBE CENTER SUPPORT FITTING CRACKED. REPLACED FITTING IAW DC9 SRM 51-10-4.									
2810 MWEA	212ME 47701	DOUG DC932				FUEL PANEL 5912369	CORROSION RT WING		4/14/98 MWEA98435
RIGHT WING LOWER FUEL PANEL NR 1456 HAS CORROSION AROUND AND INSIDE COUNTERSUNK HOLES AND ON BOTTOM SIDE. MTC REMOVED AND REPLACED FUEL PANEL WITH SERVICEABLE UNIT.									
2913 HALA	669HA 47654	DOUG DC951				PUMP AS66411LS666	FAILED RT HYD SYSTEM		3/26/98 HALA9800074
HNL - FLT 113 - RIGHT HYDRAULIC PUMP FAILED IN FLIGHT. A/C MADE AN UNEVENTFUL LANDING IN HNL. REMOVED AND REPLACED RT HYDRAULIC PUMP. (M)									
2913 ORJA	876RA 53183	DOUG DC983				HYD PUMP AS66411LS666	INOPERATIVE NR 2 ENGINE		3/13/98 ORJA9844
NO HYDRAULIC PRESSURE ON RIGHT ENGINE START RETURNED TO GATE. REMOVED AND REPLACED NR 2 ENGINE DRIVEN HYD PUMP IAW MM 29-10-05 LEAK AND OPS CHECK GOOD. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3150 NWAA	960N 47256	DOUG DC931				T/O WARNING	SOUNDED COCKPIT		4/11/98 9806609910
ON DEPARTURE, THE TAKEOFF WARNING HORN SOUNDED. TAKEOFF WAS ABORTED. FLIGHT CREW RESET FLAPS, MOVED TRIM, AND RESET SPEEDBRAKE HANDLE WITH NO FURTHER OCCURRENCE OF WARNING. MAINTENANCE PERFORMED TAKEOFF WARNING SYSTEM TEST PER MAINTENANCE MANUAL PROCEDURES, OPERATIONAL CHECK NORMAL.									
3230 USAA	824US 49143	DOUG DC982				CYLINDER 59516395001	FAILED NLG		3/19/98 USAAD98045
PBI - FLT 1753 - ON APPROACH INTO PBI, AS CREW ATTEMPTED TO EXTEND THE LANDING GEAR, DID NOT GET THREE GREENS. THE NOSE GEAR DID NOT APPEAR TO EXTEND NORMALLY. ON DOWNWIND THE TOWER ADVISED THE CAPTAIN THAT THE NOSE GEAR WAS NOT EXTENDED. CAPTAIN DID A MANUAL GEAR EXTENSION PROCEDURE AND LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE REPLACED THE NOSE GEAR BUNGEE CYLINDER ASSEMBLY. (M)									
3231 ZZDA	902VJ 47177	DOUG DC932				RETRACT MECH 59149842	MALFUNCTIONED NLG DOOR		4/10/98 VJ9800116
UPON RETRACTION OF LANDING GEAR AFTER TAKEOFF, EXPERIENCED AIRFRAME VIBRATION. AS PRECAUTIONARY MEASURE FLIGHT CREW ELECTED TO RETURN TO IAD. ON ARRIVAL AT GATE FOUND RT NOSE GEAR DOOR OPEN. INSPECTED NOSE WHEEL AREA AND FOUND NO DAMAGE. CLOSED AND SECURED DOOR OPERATION IAW MM 32-22-1.									
3244 HALA	603DC 47784	DOUG DC951				TIRE	BLOWN RT MLG		3/21/98 HALA9800069
OGG - FLT 548 - NR 4 MAIN TIRE BLEW OUT ON LANDING, IN OGG RT MLG DOOR BENT ON TRAILING EDGE, RT FLAP T/E AREA DAMAGED, AFT OF MLG IN TWO PLACES. AIRCRAFT WAS FERRIED TO HNL, DUE TO DAMAGE OF RT MLG OUTBOARD DOOR. REMOVED AND REPLACED NR 3 AND NR 4 MLG TIRES AND RIGHT MLG FLY DOOR ASSY. REPLACED DAMAGED AREA ON T/E OF FLAP. GEAR SWING AND DOOR FIT CHECK, ALL OK. (M)									
3260 NWAA	917RW 47145	DOUG DC931				SENSOR	INOPERATIVE RT MLG DOOR		4/14/98 9806659958
DURING TAKEOFF, THE MAIN LANDING GEAR DOOR OPEN INDICATION ILLUMINATED. THE FLIGHT CREW ABORTED THE TAKEOFF AND RETURNED TO BOARDING GATE WITHOUT INCIDENT. MAINTENANCE REPLACED THE RIGHT MAIN LANDING GEAR DOOR SENSOR AND PERFORMED A TEST OF PROXIMITY SENSOR ELECTRONICS UNIT IN ACCORDANCE WITH MAINTENANCE MANUAL PROCEDURES. OPERATIONAL TEST NORMAL.									
3260 NWAA	943N 47647	DOUG DC932				PROX SENSOR	FAILED NLG		4/8/98 9806199921
NOSE LANDING GEAR UNSAFE LIGHT REMAINED ON AFTER GEAR RETRACTION. CREW VERIFIED VISUALLY THROUGH PEEP HOLE THAT GEAR WAS DOWN AND LOCKED. FLIGHT WAS RETURNED TO MSP AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED NOSE GEAR PROXIMITY SENSOR. OPERATIONAL CHECK NORMAL. AIRCRAFT RETURNED TO SERVICE.									
3260 ABXA	930AX 47363	DOUG DC933F				SWITCH 7000010101	DEFECTIVE LT MLG DOOR		4/6/98 ABXA9800326
GEAR DOOR OPEN LIGHT ILLUMINATED DURING UPLATCH CHECK. RECYCLED GEAR, LIGHT EXTINGUISHED. UPLATCH CHECK OK. REPLACED THE LEFT MAIN LANDING GEAR DOOR POSITION SWITCH.									
3260 AALA	7508 49802	DOUG DC982				SWITCH DT2RA7	DEFECTIVE COCKPIT		3/15/98 AALA980502
DFW - FLT 2225 - DURING APPROACH DFW, GEAR WAS EXTENDED AND GREEN DOWN AND LOCK LIGHTS DID NOT ILLUMINATE. GEAR WAS RECYCLED PER CHECKLIST AND THREE GREEN DOWN AND LOCKED LIGHTS ILLUMINATED. AIRCRAFT LANDED DFW WITHOUT FURTHER INCIDENT. REPLACED LANDING GEAR HANDLE SWITCH. ACCOMPLISHED GEAR SWING WITH NO PROBLEMS NOTED. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 NWAA	8913E 45830	DOUG DC914				BATTERY	DISCHARGED CABIN		4/10/98 9806449154
DURING LINE CHECK, FOUND FORWARD CEILING EMERGENCY EXIT LIGHTS INOPERATIVE. MAINTENANCE REPLACED BATTERY, OPERATIONAL CHECK NORMAL.									

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3350 NWAA	89S 47042	DOUG DC931				SOCKET	INOPERATIVE CABIN		4/11/98 9806479930
DURING LINE CHECK, FOUND SEAT ROW 12 RIGHT SIDE EMERGENCY PATHWAY LIGHTING INOPERATIVE. MAINTENANCE REPLACED LIGHT SOCKET, OPERATIONAL CHECK NORMAL.									
3350 NWAA	8933E 47142	DOUG DC931				BATTERY	DISCHARGED CABIN		4/12/98 9806459997
PILOT REPORTED FLIGHT ATTENDANT EMERGENCY FLASHLIGHT BATTERY INOPERATIVE. MAINTENANCE REPLACED BATTERIES, OPERATIONAL CHECK NORMAL.									
3350 NWAA	911RW 47149	DOUG DC931				LIGHT	INOPERATIVE TAIL COMPT		4/13/98 9806619965
DURING LINE CHECK, FOUND EMERGENCY LIGHT IN TAIL COMPARTMENT WALKWAY INOPERATIVE. MAINTENANCE REPLACED THE LIGHT ASSEMBLY, OPERATIONAL CHECK NORMAL.									
3350 NWAA	921RW 47164	DOUG DC931				LIGHT	INOPERATIVE CABIN		4/14/98 9806649954
DURING LINE CHECK, FOUND SEAT 2C EMERGENCY LIGHT INOPERATIVE. MAINTENANCE REPLACED LIGHT ASSEMBLY, OPERATIONAL CHECK NORMAL.									
3350 USAA	931VJ 47188	DOUG DC931				BATTERY 41B030CF00101	DISCHARGED LT NACELLE		3/28/98 USAA98054
CMH - THE LEFT NACELLE EMERGENCY LIGHT IS INOPERATIVE. MAINTENANCE REPLACED THE EMERGENCY LIGHT BATTERY. (M)									
3350 NWAA	90S 47244	DOUG DC931				POWER SUPPLY	INOPERATIVE CABIN		4/8/98 9806219931
DURING LINE MAINTENANCE INSPECTION, FOUND AFT OVERHEAD EMERGENCY LIGHTS INOPERATIVE. REPLACED POWER SUPPLY AND BATTERIES. OPERATIONAL CHECK NORMAL.									
3350 NWAA	914RW 47362	DOUG DC931				FUSE	BLOWN CABIN		4/9/98 9806349962
DURING LINE CHECK, FOUND SERVICE DOOR AND FIRST CLASS EMERGENCY EXIT LIGHTING INOPERATIVE. MAINTENANCE REPLACED BLOWN FUSE AND TIGHTENED BATTERY PACK CONNECTIONS, OPERATIONAL CHECK NORMAL.									
3350 NWAA	9344 47440	DOUG DC931				BATTERIES	DISCHARGED CABIN		4/9/98 9806359980
DURING LINE CHECK, FOUND EMERGENCY LIGHTS ABOVE BOTH FORWARD OVERWING EXITS WEAK. MAINTENANCE REPAIRED THE LEFT EMERGENCY LIGHT AND REPLACED BATTERIES, OPERATIONAL CHECK NORMAL.									
3350 USAA	938VJ 48119	DOUG DC931				BATTERY 14597101	DISCHARGED CABIN		3/28/98 USAAD98052
IND - EMERGENCY LIGHTS IN THE AFT FUSELAGE ARE INOPERATIVE. MAINTENANCE REPLACED THE EMERGENCY LIGHT BATTERY. (M)									
3350 USAA	920VJ 48140	DOUG DC931				CHARGER 110049	FAILED CABIN		3/24/98 USAAD98051
ORF - THE AFT CABIN FLOOR AND TAIL COMPARTMENT CATWALK LIGHT WERE INOPERATIVE. MAINTENANCE REPLACED THE FLOOR LIGHTING BATTERY CHARGER ASSEMBLY. (M)									
3350 USAA	926VJ 48146	DOUG DC931				BATTERY 14597101	DISCHARGED CABIN		3/29/98 USAAD98053
IND - THE CABIN CEILING EMERGENCY LIGHTS FOR ROWS 10-14 ARE INOPERATIVE. MAINTENANCE REPLACED THE EMERGENCY LIGHT BATTERY. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3350 USAA	977VJ 48155	DOUG DC931				POWER SUPPLY 6011777LB	INOPERATIVE CARGO COMPT		3/28/98 98ZZZM437
CMH - THE RIGHT NACELLE EMERGENCY LIGHT IS INOPERATIVE. MAINTENANCE REPLACED THE BATTERY AND THE POWER SUPPLY FOR THE RIGHT NACELLE EMERGENCY LIGHT. (M)									
3350 USAA	977VJ 48155	DOUG DC931				BATTERY 41B030CF00101	DISCHARGED CARGO COMPT		3/28/98 USAAD98055
CMH - THE RIGHT NACELLE EMERGENCY LIGHT IS INOPERATIVE. MAINTENANCE REPLACED THE BATTERY AND THE POWER SUPPLY FOR THE RIGHT NACELLE EMERGENCY LIGHT. (M)									
3350 VJ6A	939VV 47089	DOUG DC932				BULB 6100928	FAILED CABIN		3/27/98 VJ9800059
EMERGENCY FLOOR PATH LIGHTS BURNED OUT IN SEVERAL LOCATIONS. RELAMPED, OPS CHECKED GOOD IAE MM 33-50. (M)									
3350 NWAA	614NW 47128	DOUG DC932				BATTERY PACK	DISCHARGED CABIN		4/8/98 9806209614
DURING LINE MAINTENANCE INSPECTION, FOUND CATWALK EMERGENCY PATH LIGHTS INOPERATIVE. REPLACED BATTERY PACK. OPERATIONAL CHECK NORMAL.									
3350 NWAA	3991C 47175	DOUG DC932				BATTERY	DISCHARGED CABIN		4/7/98 9806229942
FLIGHT ATTENDANT REPORTED FORWARD FLASHLIGHT INDICATOR NOT FLASHING. REPLACED BATTERY. OPERATIONAL CHECK NORMAL.									
3350 NWAA	610NW 47432	DOUG DC932				BATTERY	DISCHARGED CABIN		4/9/98 9806369610
DURING LINE CHECK, FOUND AFT EMERGENCY EXIT LIGHTS INOPERATIVE. MAINTENANCE REPLACED BATTERIES, OPERATIONAL CHECK NORMAL.									
3350 NWAA	941N 47450	DOUG DC932				FUSE	BLOWN CABIN		4/14/98 9806639919
DURING LINE CHECK, FOUND ESCAPE PATH LIGHTING AT SEAT ROWS 8 THRU 10 INOPERATIVE. MAINTENANCE REPLACED FUSE, OPERATIONAL CHECK NORMAL.									
3350 NWAA	986US 47480	DOUG DC932				LIGHT	INOPERATIVE TAIL CONE		4/12/98 9806469986
DURING LINE CHECK, FOUND ONE EMERGENCY LIGHT OUT AT TAIL CONE WALKWAY. MAINTENANCE REPLACED THE LIGHT ASSEMBLY MOUNT, OPERATIONAL CHECK NORMAL.									
3350 NWAA	967N 47573	DOUG DC932				POWER SUPPLY	INOPERATIVE CABIN		4/12/98 9806489917
DURING LINE CHECK, FOUND CATWALK EMERGENCY EXIT LIGHTING INOPERATIVE. MAINTENANCE REPLACED POWER SUPPLY, OPERATIONAL CHECK NORMAL.									
3350 HALA	669HA 47654	DOUG DC951				BATTERIES 60030431	DISCHARGED CABIN		3/26/98 HALA9800073
HNL - FLT 113 - EMERGENCY LIGHTS CEILING ROW 12-18 DOES NOT TEST 'ON' PREFLIGHT. REMOVED AND REPLACED EMERGENCY BATTERIES. OPS CHECK OK. (M)									
3350 NWAA	760NC 47708	DOUG DC951				BATTERY	DISCHARGED CABIN		4/10/98 9806519851
DURING LINE CHECK, FOUND OVERHEAD EMERGENCY LIGHTS AT SEAT ROWS 16 THRU 20 INOPERATIVE. MAINTENANCE REPLACED BATTERIES, OPERATIONAL CHECK NORMAL.									
3350 NWAA	768NC 47729	DOUG DC951				FUSE	BLOWN CABIN		4/10/98 9806509859
DURING LINE CHECK, FOUND EMERGENCY EXIT LIGHTS IN LAST 4 SEAT ROWS AND AN EXIT SIGN INOPERATIVE. MAINTENANCE REPLACED FUSE, OPERATIONAL CHECK NORMAL.									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3350 NWAA	772NC 47774	DOUG DC951				POWER SUPPLY	INOPERATIVE CABIN		4/14/98 9806629863
DURING LINE CHECK, FOUND TAIL AREA EMERGENCY EXIT LIGHT DIM. MAINTENANCE REPLACED POWER SUPPLY AND BATTERIES, OPERATIONAL CHECK NORMAL.									
3350 HALA	661HA 47796	DOUG DC951				BATTERIES 600304031	DISCHARGED CABIN		3/24/98 HALA9800071
HNL - FLT 512 - EMERGENCY LIGHT CEILING ROW 6-12 DOES NOT COME ON DURING PREFLIGHT TEST. REPLACED BATTERY FOR EMERGENCY LIGHTS FOR ROW 6-12, OPS CHECK OK. (M)									
3350 NWAA	786NC 48148	DOUG DC951				CHARGER	INOPERATIVE CABIN		4/11/98 9806499877
DURING LINE CHECK, FOUND CATWALK EMERGENCY LIGHTING INOPERATIVE. MAINTENANCE REPLACED BATTERY CHARGER, OPERATIONAL CHECK NORMAL.									
3350 NWAA	787NC 48149	DOUG DC951				BATTERY	DISCHARGED CABIN		4/8/98 9806189878
DURING LINE CHECK, FOUND OVERHEAD EMERGENCY LIGHTS INOPERATIVE AT SEAT ROWS 5 THROUGH 9. MAINTENANCE REPLACED BATTERIES IN BATTERY PACK B5-40. OPERATIONAL CHECK NORMAL.									
3350 ASAA	955AS 48080	DOUG DC982				BATTERIES	DISCHARGED CABIN		3/20/98 ASAA9880055
PDX - DURING MAINTENANCE CHECK, THE EMERGENCY FLOOR TRACK LIGHTS FROM ROWS 23 AFT WERE FOUND INOPERATIVE. REPLACED THE BATTERIES IN THE POWER SUPPLY AND OPERATED NORMALLY. (M)									
3350 NWAA	313RC 48091	DOUG DC982				FLASHLIGHT	INOPERATIVE CABIN		4/11/98 9806529310
FLIGHT ATTENDANT REPORTED THE FORWARD FLASHLIGHT AT THE AFT FLIGHT ATTENDANT STATION INOPERATIVE. MAINTENANCE REPLACED THE FLASHLIGHT, OPERATIONAL CHECK NORMAL.									
3350 ASAA	957AS 49126	DOUG DC982				LIGHT 1001191	DEFECTIVE CABIN		3/20/98 ASAA9880056
LAX - DURING MAINTENANCE CHECK, THE FORWARD PORTABLE EMERGENCY LIGHT WAS FOUND INOPERATIVE. REPLACED THE LIGHT ASSEMBLY AND OPERATED NORMALLY. (M)									
3350 AALA	276AA 49273	DOUG DC982				WIRE	CORRODED CABIN		3/18/98 AALA980523
DFW - DURING OVERNIGHT CHECK, EMERGENCY LIGHT FOR TAIL CONE RELEASE HANDLE WAS INOPERATIVE. REPLACE SPLICES FOR LIGHT ON TAIL CONE RELEASE HANDLE. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	293AA 49305	DOUG DC982				CONNECTOR	DEFECTIVE CABIN		3/15/98 AALA980493
DFW - DURING OVERNIGHT CHECK, MID CABIN EMERGENCY EXIT FLOOR PATH LIGHTS INOPERATIVE. REPLACED EMERGENCY EXIT FLOOR PATH LIGHT CONNECTORS AT MID GALLEY. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	493AA 49731	DOUG DC982				WIRE	SHORTED CABIN		3/16/98 AALA980506
RDU - DURING MAINTENANCE CHECK, EMERGENCY EXIT FLOOR PATH LIGHTING AND AFT SERVICE DOOR EMERGENCY LIGHT INOPERATIVE. AIRCRAFT FERRIED TO DFW FOR TROUBLESHOOTING AND REPAIRS. REPAIRED SHORTED WIRING AT AFT TAIL CONE EMERGENCY RELEASE HANDLE LIGHT. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	7508 49802	DOUG DC982				WIRE	SHORTED CABIN		3/16/98 AALA980513
DFW - DURING OVERNIGHT CHECK, EMERGENCY EXIT FLOOR PATH LIGHT IN MID AND AFT CABIN INOPERATIVE. REPAIRED SHORTED WIRE IN TAIL COMPARTMENT. REPLACED FORWARD/AFT MODULES AND BATTERIES. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3350 AALA	7538A 49992	DOUG DC982				WIRE	FAILED CABIN		3/20/98 AALA980554
DFW - DURING OVERNIGHT MAINTENANCE, EMERGENCY LIGHTS IN AFT STAIR AREA INOPERATIVE. REPLACED EMERGENCY EXIT LIGHT WIRE AND SPLICE IN TAIL COMPARTMENT. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 ORJA	824RA 53017	DOUG DC982				BATTERIES EM1267	DISCHARGED CABIN		3/17/98 ORJA9853
EMERGENCY LAMPS INOP O/H ROWS 6-9. REMOVED AND REPLACED BATTERIES, OPS CHECK GOOD. (M)									
3350 ORJA	871RA 49788	DOUG DC983				CHARGER PPSIB	INOPERATIVE CABIN		3/16/98 ORJA9852
FLOOR TRACK IS OUT ROW 14-17. REMOVED AND REPLACED EMERGENCY FLOOR PATH WAY LIGHTING BATTERY CHARGER AND OPS CHECK GOOD. (M)									
3350 ORJA	871RA 49788	DOUG DC983				BATTERY CHARGER PPSIB	INOPERATIVE CABIN		3/9/98 ORJA9841
EMERGENCY LIGHTS INOP FROM ROW 12 THROUGH 16. REMOVED AND REPLACED BATTERY CHARGER ASSY AT LEFT MID EXIT, OPS CHECK GOOD. (M)									
3350 ASAA	944AS 53019	DOUG DC983				BATTERIES S103	DISCHARGED COCKPIT		3/15/98 ASAA9880052
SEA - DURING MAINTENANCE CHECK, THE OVERHEAD EMERGENCY LIGHTS IN THE FLIGHT COMPARTMENT WERE FOUND INOPERATIVE. REPLACED THE BATTERIES IN THE POWER SUPPLY AND OPERATED NORMALLY. (M)									
3350 ASAA	950AS 53023	DOUG DC983				LAMP 0105606005	DEFECTIVE CABIN		3/16/98 ASAA9880054
SEA - DURING MAINTENANCE CHECK, THE EMERGENCY FLOOR TRACK LIGHTS FROM ROWS 33 AFT WERE FOUND INOPERATIVE. REPLACED LAMP MODULE AT ROW 33 AND OPERATED NORMALLY. (M)									
3350 ORJA	833RA 53045	DOUG DC983				PIN	NOT SECURED CABIN		3/11/98 ORJA9839
ROW 7D EMERGENCY AISLE LIGHT OUT. FOUND RECESSED PIN AT SIDE WALL, OPS CHECK OK. (M)									
3350 ASAA	961AS 53075	DOUG DC983				BATTERIES S103	DISCHARGED CABIN		3/15/98 ASAA9880053
SEA - DURING MAINTENANCE CHECK, THE OVERHEAD EMERGENCY LIGHTS FROM ROWS 14 TO 17 WERE FOUND INOPERATIVE. REPLACED THE BATTERIES IN THE POWER SUPPLY AND OPERATED NORMALLY. (M)									
3350 ASAA	964AS 53078	DOUG DC983				WIRE	DEFECTIVE CABIN		3/21/98 ASAA9880057
SEA - PRIOR TO DEPARTURE FO FLT 722, CREW REPORTED THE EMERGENCY FLOOR TRACK LIGHTS IN THE FORWARD CABIN WERE INOPERATIVE. REPAIRED WIRE IN FLOOR TRACK AND OPERATED NORMALLY. (M)									
3350 TWAA	9402W 53138	DOUG DC983				LENS 0105607001	INOPERATIVE CABIN		3/23/98 TWAA9804301
STL - FLT 467 - DURING PREFLIGHT, CREW REPORTED RED EGRESS LIGHT STRIP INOP AT ROW 22. REPLACED LENS. (M)									
3350 ORJA	880RA 53186	DOUG DC983				BATTERIES EM1267	DISCHARGED CABIN		3/13/98 ORJA9848
ROW 12-16 EMERGENCY LIGHTS INOP. REMOVED AND REPLACED BATTERIES IN LT FORWARD PACK, OPS CHECK GOOD. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3350 ORJA	754RA 49641	DOUG DC987				BATTERY PACK 60030451	DISCHARGED CABIN		3/18/98 ORJA9854
OVERWING FORWARD LEFT EMERGENCY FLOOR LIGHTS POWER SUPPLY WON'T SHUT OFF EMERGENCY LIGHTS REMAIN ON UNTIL BATTERY EXHAUSTION. REMOVED AND REPLACED EMERGENCY LIGHT BATTERY PACK, OPS CHECK GOOD AT THIS TIME. (M)									
3350 ORJA	754RA 49641	DOUG DC987				BATTERY CHARGER PPSIB	INOPERATIVE CABIN		3/13/98 ORJA9843
ROWS 15-18 AIRCRAFT RIGHT EMERGENCY LIGHTS STAY ON IN ARMED POSITION 18, REST OF THE SYSTEM WORKS NORMALLY. REMOVED AND REPLACED BATTERY CHARGER AT SEAT 18A, SYSTEM OPS CHECK NORMAL. (M)									
3442 NWAA	602NW 47046	DOUG DC932				CONTROL PANEL G1519	INOPERATIVE FLIGHT DECK	5115 5115	4/14/98 9806589602
DURING CLIMBOUT, THE WEATHER RADAR WOULD NOT MAP IN ANY POSITION. FLIGHT RETURNED TO MEM AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE RADAR CONTROL PANEL, OPERATIONAL CHECK NORMAL.									
4920 ORJA	755RA 49727	DOUG DC987				APU P839	INOPERATIVE APU COMPT		3/10/98 ORJA9838
AT PUSH BACK, FOUND APU TO BE INOP RETURNED TO GATE, REF DMI NR 13018. (M)									
5250 ABXA	928AX 47392	DOUG DC932				LATCH AR25291GR41	BENT COCKPIT DOOR		4/9/98 ABXA9800327
COCKPIT DOOR WAS STUCK CLOSED. WOULD NOT OPEN. FOUND LATCH TO BE BINDING. REPAIRED AND REASSEMBLED HANDLE.									
5311 ABXA	923AX 47165	DOUG DC931		DOUG		FRAME 991183913	CRACKED BS 1104		4/6/98 ABXA9800342
DURING C-CHECK, FOUND CANTED FRAME STATION 1104 CRACKED AT LONGERON 13R. REPLACED CANTED FRAME IAW DC9 SRM 51-30-52.									
5311 ZZDA	905VV 47378	DOUG DC932				FRAME 2652479	CORRODED BS 160		2/6/98 VJ9800124
FASTENER HOLE IN FLOOR SUPPORT BEAM FS 160 BL 45R. Z=0, CORRODED BEYOND LIMITS IAW DC9 SRM 53-01, FIG 1. FABRICATED REPAIR ANGLE, INSTALLED ANGLE AND SHIMS IAW DC9 SRM 53-05, FIG 20A, 51-10-3, 51-10-2.									
5311 MWEA	212ME 47701	DOUG DC932				FRAME 995791739	CORRODED BS 937		4/13/98 MWEA98399
CORROSION AND EXCESSIVE DRILL MARKS WERE FOUND ON FRAME AT FUSELAGE STATION 937. REMOVED CORROSION AND DAMAGED AREA FABRICATED AND INSTALLED REPAIR PARTS USING APPROVED DATA.									
5311 MWEA	212ME 47701	DOUG DC932				FRAME 9911842	CRACKED BS 1143		4/14/98 MWEA98434
THE CANTED FRAME AT FUSELAGE STATION 1143 HAD AN IMPROPER REPAIR. REPAIRED FRAME USING APPROVED DATA.									
5312 ABXA	944AX 47550	DOUG DC931		DOUG		BULKHEAD ANGLE 9912243225	CRACKED BS 965		4/8/98 ABXA9800337
DURING C-CHECK, FOUND THE PYLON BULKHEAD TO LONGERON 17R SHEAR CLIP ANGLE CRACKED AT STA 965. REPLACED ANGLE IAW DC9 SRM 51-30-1 AND 51-30-5.									
5312 NWAA	3324L 47103	DOUG DC932				BULKHEAD DOUBLER	CRACKED AFT PRESS BLKHD		1/22/98 9806289941
DURING M-CHECK, FOUND CRACK IN AFT PRESSURE BULKHEAD SUPPORT CHANNEL -11 DOUBLER AT THE TOP RIGHT SIDE. REPAIRED PER EA 99-154621.									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5312 ABXA	958AX 47760	DOUG DC941			DOUG	BULKHEAD FITTING 3917624511	CRACKED AFT PRESS BLKHD		4/8/98 ABXA9800339
DURING C-CHECK, FOUND THE LOWER AFT PRESSURE BULKHEAD DOOR FITTING CRACKED. REPLACED FITTING IAW DC9 SRM 51-30-2.									
5313 ABXA	923AX 47165	DOUG DC931			DOUG	LONGERON 591141555	CRACKED BS 756		4/8/98 ABXA9800341
DURING C-CHECK, FOUND LONGERON 7L CRACKED AT STATION 756. REPAIRED LONGERON IAW DC9 SRM 53-02.									
5313 ABXA	944AX 47550	DOUG DC931			DOUG	LONGERON 59114279	CRACKED BS 945		4/10/98 ABXA9800328
DURING C-CHECK, FOUND LONGERON 17L AT STATION 945 CRACKED. REPAIRED LONGERON IAW DC9 SRM 53-02.									
5313 MWEA	900ME 45841	DOUG DC932				LONGERON 27779224	CRACKED BS 786		3/31/98 MWEA98394
FOUND CRACK ON LONGERON 17R AT STATION 786 ATTACH BOLTS. MAINTENANCE REMOVED LONGERON SECTION FABRICATED AND INSTALLED NEW SECTION.									
5313 MWEA	212ME 47701	DOUG DC932				LONGERON 2777922	CRACKED BS 980		4/14/98 MWEA98430
LONGERON 16 RIGHT WAS FOUND CRACKED AT FS 980. MTC REMOVED OLD PART FABRICATED AND INSTALLED REPAIR SECTION OF LONGERON.									
5315 MWEA	212ME 47701	DOUG DC932				FLOORBEAM 9911544	CORRODED BS 237		4/14/98 MWEA98431
THE FLOORBEAM AT FUSELAGE STATION 237 RIGHT BOTTLINE 41 WAS FOUND CORRODED. MTC REMOVED CORROSION AND REPAIRED FLOORBEAM.									
5320 NWAA	8932E 47141	DOUG DC931				ANGLE	CORRODED BS 1003-1038		4/3/98 9806239996
DURING M-CHECK, FOUND CORROSION ON LEFT INTERCOSTAL MOUNT T-ANGLE IN THE APU BAY FS 1003 TO 1038. REPAIRED PER EA 99-156160.									
5320 JR2R	969ML 47268	DOUG DC931				SUPPORT 9919619502N	CRACKED BS 699 RT	72110	3/31/98 98ZZZX1442
AIRCRAFT UNDERGOING A C-CHECK INSPECTION. THE FRAME AT STA 699 RT SIDE OF FUSELAGE WAS FOUND CRACKED IN THE LOWER POCKET OF THE FITTING.									
5320 JR2R	969ML 47268	DOUG DC931				SUPPORT 9919619503N	CRACKED BS 737 LT	72110	3/31/98 98ZZZX1441
AIRCRAFT UNDERGOING A C-CHECK INSPECTION. THE FRAME AT STA 737 WAS FOUND CRACKED IN THE LOWER POCKET OF THE FITTING.									
5320 JR2R	969ML 47268	DOUG DC931				SUPPORT 9919619504N	CRACKED BS 737 RT	72110	3/31/98 98ZZZX1443
AIRCRAFT UNDERGOING A C-CHECK INSPECTION. THE FRAME AT STA 737 RT SIDE WAS FOUND CRACKED IN THE LOWER POCKET OF THE FITTING.									
5320 NWAA	1334U 47280	DOUG DC931				FITTING	CRACKED BS 589		4/13/98 9806279933
DURING M-CHECK, FOUND CRACK IN END FITTING FOR LONGERON 28L AT FS 589. REPLACED FITTING (P/N 5920332-1N) PER SRM 51-30-2.									
5320 NWAA	1334U 47280	DOUG DC931				FITTING	CORRODED BS 589		4/13/98 9806259933
DURING M-CHECK, FOUND CORROSION OF END FITTING FOR LONGERON 26L AT FS 589. REPLACED FITTING (P/N 3920334-1N) PER SRM 51-30-2.									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5320 NWAA	1134U 47280	DOUG DC931				FITTING	CRACKED BS 589		4/13/98 9806269933
DURING M-CHECK, FOUND CRACK IN END FITTING FOR LONGERON 30 AT FS 589. REPLACED FITTING (P/N 5920331-1N) PER SRM 51-30-2.									
5320 ABXA	944AX 47550	DOUG DC931			DOUG	FITTING 3916209502	CRACKED BS 680		4/8/98 ABXA9800338
DURING C-CHECK, FOUND STATION 680 FLOOR SUPPORT BEAM TO CENTER TANK VERTICAL SUPPORT LEG CRACKED IN 3 PLACES. REPLACED SUPPORT FITTING IAW DC9 SRM 51-30-3.									
5320 ABXA	944AX 47550	DOUG DC931			DOUG	ANGLE 9912243225	CRACKED BS 965		4/8/98 ABXA9800336
DURING C-CHECK, FOUND A CRACKED ATTACH ANGLE AT STATION 965 LONGERON 17L FWD PYLON BULKHEAD. REPLACED ANGLE IAW DC9 SRM 51-30-1.									
5320 ABXA	944AX 47550	DOUG DC931			DOUG	FITTING 39571751	CRACKED BS 1121		4/8/98 ABXA9800335
DURING C-CHECK, FOUND FITTING JUST FWD OF CANTED FRAME STATION 1121 AT VENTRAL STAIR LEFT JAMB CRACKED. REPLACED FITTING IAW DC9 SRM 51-30-1.									
5320 ABXA	944AX 47550	DOUG DC931			DOUG	WEB 991050313	CRACKED BS 965		4/8/98 ABXA9800334
DURING C-CHECK, FOUND CUSP WEB CRACKED AT STATION 965 RIGHT SIDE RBL 44. REPAIRED CUSP WEB IAW DC9 SRM 53-01.									
5320 ABXA	944AX 47550	DOUG DC931			DOUG	ANGLE 99155547	CRACKED BS 237		4/10/98 ABXA9800333
DURING C-CHECK, FOUND INTERCOSTAL ANGLE CRACKED AT STATION 237 BETWEEN LONGERONS 27L AND 28L. REPLACED ANGLE IAW DC9 SRM 51-30-2 AND DACO DWG 9915554.									
5320 ABXA	944AX 47550	DOUG DC931			DOUG	ANGLE 991050311	CRACKED BS 996		4/10/98 ABXA9800330
DURING C-CHECK, FOUND A CRACKED ANGLE AT STATION 996 AND LONGERON 18R. REPLACED ANGLE IAW DC9 SRM 51-30-5.									
5320 ABXA	944AX 47550	DOUG DC931			DOUG	FITTING 3917624511	CRACKED CARGO DOORWAY		4/10/98 ABXA9800329
DURING C-CHECK, FOUND THE VERTICAL DOOR JAMB SUPPORT FITTING CRACKED AT RIGHT SIDE, BEHIND LOWER STOP PLATE. REPLACED FITTING IAW DC9 SRM 51-30-2.									
5320 ABXA	944AX 47550	DOUG DC931			DOUG	ANGLE 991555411	CRACKED BS 237		4/10/98 ABXA9800332
DURING C-CHECK, FOUND INTERCOSTAL ANGLE CRACKED AT STATION 237 BETWEEN LONGERONS 27R AND 28R. REPLACED ANGLE IAW DC9 SRM 51-30-2, 51-30-5 AND DACO DWG 9915554.									
5320 ZZDA	905VV 47378	DOUG DC932				ANGLE 5917579179	CORRODED BS 996		2/10/98 VJ9800128
LT DOOR JAMB ANGLE, AFT PSGR DOOR, FS 996, BL 20L, CORRODED. REPLACED ANGLE IAW DC9 SRM 51-30-1 AND 51-30-2.									
5320 ZZDA	905VV 47378	DOUG DC932				ANGLE 7075T6	CORRODED BS 160-220		2/9/98 VJ9800127
FLOORBOARD ATTACH ANGLES, FS 160 TO 220, BL 55L, CORRODED BEYOND LIMIT IAW DC9 SRM 53-01, FIG 1. FABRICATED AND INSTALLED ATTACH ANGLE IAW DC9 SRM 51-10-2, 51-30-1, 51-30-2. TREATED AND PRIMED IAW DC9 SRM 51-10-3.									
5320 ZZDA	905VV 47378	DOUG DC932				NUT PLATE STRIP 591082011	CORRODED BS 446		2/4/98 VJ9800120
NUT PLATE CONNECTOR STRIP CENTER FLOOR PANEL AT FS 446 CORRODED BEYOND LIMITS. REMOVED AND REPLACED NUT PLATE CONNECTOR STRIP IAW DC9 SRM 51-30-2.									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5320 ZZDA	905VV 47378	DOUG DC932				BRACKET	CORRODED FUSELAGE		2/5/98 VJ9800122
TOP AND BOTTOM NUT PLATE CHANNEL LT ADF ANTENNA, SUPPORT BRACKET CORRODED BEYOND LIMITS IAW DC9 SRM 51-01, FIG 1. FABRICATED SUPPORT BRACKET, TREATED, PRIMED AND INSTALLED NEW BRACKET IAW DC9 SRM 51-10-2 AND 51-30-1.									
5320 ZZDA	905VV 47378	DOUG DC932				STRAP	CORRODED CARGO COMPT		2/4/98 VJ9800121
BOTTOM OF LT AFT LINER STRAP IN AFT CARGO PIT CORRODED BEYOND LIMITS IAW DC9 SRM 53-01, FIG 1. FABRICATED, TREATED, PRIMED AND INSTALLED STRAP IAW DC9 SRM 51-10-3, 53-01 FIG 1, 51-30-0 AND 51-30-2.									
5320 ZZDA	905VV 47378	DOUG DC932				ANGLE	CORRODED BS 200		3/18/98 VJ9800084
FLOOR ATTACH UPPER FLANGE FS200, X 0-22R, CORRODED. FABRICATED FLOOR SUPPORT IAW DC9 SRM 51-10-1 AND 51-10-4. TREATED, PRIMED AND INSTALLED IAW DC9 SRM 51-10-3.									
5320 MWEA	212ME 47701	DOUG DC932				SPLICE	DAMAGED CENTER WING		4/13/98 MWEA98406
CENTER WING TANK STRINGER 11 SPLICE HAS SEVERAL LOCATIONS OF DAMAGE. FABRICATED REPLACEMENT REPAIR SPLICE USING APPROVED DATA.									
5320 ABXA	958AX 47760	DOUG DC941			DOUG	FITTING 3917285503	CRACKED BS 737		4/8/98 ABXA9800340
DURING C-CHECK, FOUND THE LEFT FLOOR TO KEEL ATTACH FITTING AT STATION 737 CRACKED. REPLACED CRACKED FITTING IAW DC9 SRM 51-30-1.									
5320 USAA	805US 48053	DOUG DC981				BEAM	CORRODED BS 1155	45571	3/19/98 USAA980123
PIT - DURING Q-1 CHECK, FOUND CORROSION AT SCREW HOLE AT STATION 1155 LONGERON 29R BEAM. REMOVED CORROSION AND INSTALLED DOUBLER STRAP PER EA 49231. CORROSION TASK NR C57-5330, CORROSION LEVEL 1. (M)									
5320 USAA	805US 48053	DOUG DC981				WEB 591014211	CORRODED BS 636	45571	3/19/98 USAA980124
PIT - DURING Q-1 CHECK, FOUND CORROSION UNDERSIDE OF DOOR FRAME WEB AT MID CARGO DOOR STATION 636 AND 28R. SPLICED NEW FORWARD SECTION OF WEB PER EA 49301. CORROSION TASK NR C51-53300, CORROSION LEVEL 1. (M)									
5320 ORJA	872RA 49793	DOUG DC983				ANGLE	CORRODED LAVATORY		11/17/97 ORJA9850
LEVEL 2 CORROSION, FORWARD LAV FORWARD FLOOR ANGLE CORRODED. REPLACED FORWARD LAV FLOOR ANGLE IAW EA 13-25 EA011. (M)									
5320 ORJA	872RA 49793	DOUG DC983				ANGLE	CORRODED LAVATORY		11/17/97 ORJA9849
LEVEL 2 CORROSION, FORWARD LAV INBOARD FLOOR ANGLE CORRODED. REMOVED CORRODED ANGLE FABRICATED NEW ANGLE IAW DC-9 SRM 51-10-3. INSTALLED ANGLE IAW DC-9 SRM 51-30-1. (M)									
5321 ZZDA	905VV 47378	DOUG DC932				FLOOR 59100801	CORRODED BS 130		2/23/98 VJ9800130
FLOOR PANEL, FS 130 CORRODED BEYOND LIMIT IAW DC9 SRM 53-01. REMOVED AND INSTALLED NEW SKIN IAW DC9 SRM 51-10-2 AND 51-30-1.									
5321 ZZDA	905VV 47378	DOUG DC932				FLOOR 5910079	CORRODED COCKPIT		2/13/98 VJ9800129
BOTTOM FLOOR PANEL 4410 CORRODED BEYOND LIMIT IAW DC9 SRM 53-01, FIG 1. FABRICATED AND BONDED NEW PART IAW DC9 SRM 51-10-2 AND 51-70-3.									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5321 ZZDA	905VV 47378	DOUG DC932				FLOOR 59108209	CORRODED FS 218		2/4/98 VJ9800119
NUT PLATE ATTACH PLATE CORRODED BOTTOM SIDE CABIN FLOOR FS 218, BL 35. REMOVED AND REPLACED NUT PLATE IAW DC9 SRM 51-30-2. FABRICATED DOUBLER IAW DC9 SRM 51-10-2.									
5330 ZZDA	967VV 47170	DOUG DC932				SKIN 1A2680012 1A26	DAMAGED BS 522		4/11/98 VJ9800117
DENT 2.5 X 6 X .0110 IN FUSELAGE AT FS 522, L29R. CUT OUT SKIN, FABRICATED DOUBLER, TREATED AND PRIMED DOUBLER REPAIR AND FINGER DOUBLERS FROM 7075T6 .025 MATERIAL IAW DC9 SRM 51-30-2, 51-30-5 AND EO 98-845.									
5330 VJ6A	909VJ 47322	DOUG DC932				SKIN 1A30991	CORRODED BS 980		2/28/98 VJ9800057
AFT CARGO FUSELAGE SKIN AND FRAME CORRODED AT FRAME STATION 980 BETWEEN L27R AND L28R ON AFT SIDE. CUT OUT PLATING BETWEEN L27R AND L28R, FABRICATED FILLER USING T2024T3 OF .050 AND .025 THICKNESS, FABRICATED FINGER DOUBLER USING 2024 T3, .025 IAW DC9 SRM 51-10-23. TREATED AND PRIMED IAW DC9 SRM 51-10-3, INSTALLED IAW AERO EO 98-802. (M)									
5330 VJ6A	909VJ 47322	DOUG DC932				SKIN 1A30992	CORRODED BS 980		2/28/98 98ZZM438
AFT CARGO FUSELAGE SKIN AND FRAME CORRODED AT FRAME STATION 980 BETWEEN L27R AND L28R ON AFT SIDE. CUT OUT PLATING BETWEEN L27R AND L28R, FABRICATED FILLER USING T2024T3 OF .050 AND .025 THICKNESS, FABRICATED FINGER DOUBLER USING 2024 T3, .025 IAW DC9 SRM 51-10-23. TREATED AND PRIMED IAW DC9 SRM 51-10-3, INSTALLED IAW AERO EO 98-802. (M)									
5330 VJ6A	917VV 47323	DOUG DC932				SKIN	CORRODED FUSELAGE		3/24/98 VJ9800060
EXTERIOR FUSELAGE SKIN AT AFT UPPER ADF ANTENNA CORRODED. BLENDED CORROSION AND REMOVED OUT OF LIMITS AREA. FABRICATED, DRILLED, DEBURRED, ALODINED, PRIMED AND INSTALLED REPAIR PARTS AT UPPER FWD AND AFT ADF LOOP ANTENNA IAW DC9 SRM 53-04, FIG 29, AND AERO EO 98-790.									
5330 ZZDA	905VV 47378	DOUG DC932				SKIN S293198330A06	CORRODED BS 579		2/3/98 VJ9800118
CORROSION BULGE AT DOUBLER OF FUSELAGE BETWEEN L29R AND L30R, FS 579. REMOVED FASTENERS AND SKIN CORRODED BEYOND LIMIT. FABRICATED AND INSTALLED DOUBLER IAW DC9 SRM 53004, FIG 43.									
5330 MWEA	212ME 47701	DOUG DC932				SKIN 5911427	DAMAGED BS 978		4/14/98 MWEA98432
FUSELAGE SKIN IS DENTED AND GOUGED AT FS 978. ALSO, A CRACK WAS FOUND IN SKIN. REPAIRED FUSELAGE SKIN USING APPROVED DATA.									
5330 USAA	805US 48053	DOUG DC981				SKIN	CRACKED BS 160	45571	3/19/98 USAA980121
PIT - DURING Q-1 CHECK, FOUND TWO CRACKS, .25 INCH IN TOP SKIN, 1 INCH CRACK IN MID SKIN AT STATION 160, TOP FWD CORNER OF MAIN ENTRANCE DOOR OPENING. INSTALLED DOUBLERS PER SRM 53-05 FIG 26. (M)									
5347 ZZDA	905VV 47378	DOUG DC932				FLOOR TRACK	CORRODED CARGO COMPT		2/22/98 VJ9800072
AFT PIT FLOOR TRACK, TOP AND BOTTOM, CORRODED BEYOND LIMITS. REPLACED FLOOR TRACK IAW DC9 SRM 51-10-4 AND 51-30-1.									
5347 ZZDA	905VV 47378	DOUG DC932				SEAT TRACK 59108201	CORRODED BS 275-325		2/8/98 VJ9800126
NR 2 SEAT TRACK, FS 275 TO 325, BL 22L, CORRODED BEYOND LIMIT. FABRICATED AND INSTALLED SEAT TRACK IAW DC9 SRM 51-30-1 AND 53-05, FIG 4.									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5347 ZZDA	905VV 47378	DOUG DC932				SEAT TRACK 59108201	CORRODED BS 200-250		2/8/98 VJ9800125
NR 2 SEAT TRACK, FS 200 TO 250, CORRODED BEYOND LIMITS. FABRICATED AND INSTALLED NEW SEAT TRACK IAW DC9 SRM 51-30-1 AND 53-05, FIG 4.									
5347 ORJA	872RA 49793	DOUG DC983				SEAT TRACK	CORRODED CARGO COMPT		11/23/97 ORJA9851
LEVEL 2 CORROSION FLOOR TRACK CORRODED OUT OF LIMITS IN AFT PIT RIGHT SIDE 12 INCHES AFT OF DOOR OPENING. REMOVED DAMAGED SEAT TRACK AND REINSTALLED SERVICEABLE SEAT TRACK IAW DC-9 SRM NR 51-30-1. (M)									
5512 MWEA	600ME 45725	DOUG DC914				SKIN 59180021	CRACKED LT HORIZ STAB		4/4/98 MWEA98396
FOUND CRACK IN LEFT HAND HORIZONTAL STABILIZER UPPER AFT SKIN PANEL AT STATION XH8. MTC REMOVED AND REPLACED SKIN PANEL.									
5530 USAA	805US 48053	DOUG DC981				DRAG ANGLE	CRACKED VERT STAB	45571	3/19/98 USAA980122
PIT - DURING Q-1 CHECK, FOUND .5 INCH CRACK AT VERTICAL LEG OF LT VERTICAL STAB DRAG ANGLE AT STATION 1288 CANTED. INSTALLED NESTED ANGLE PER SRM 53-05 FIG 23B. (M)									
5553 JR2R	969ML 47268	DOUG DC931				FITTING 4918093506	CRACKED V STAB TIE	72110	3/31/98 98ZZZX1440
AIRCRAFT UNDERGOING A C-CHECK INSPECTION. THE VERTICAL TIE FITTING ATTACHING THE VERTICAL STABILIZER TO THE FUSELAGE WAS FOUND CRACKED IN HALF.									
5610 ABXA	932AX 47465	DOUG DC933F		DOUG		TRIM	OUT OF POSITION COCKPIT		4/8/98 ABXA9800324
CAPTAIN'S CLEARVIEW WINDOW (EMERG EXIT) WOULD NOT OPEN. REPOSITIONED WINDOW TRIM.									
5610 USAA *****	818US 48098	DOUG DC982				WINDOW	OUT OF ADJUST RT COCKPIT		3/26/98 USAAD98057
PHL - FLT 1484 - THE FLIGHT WAS AIRBORNE FOR JUST A FEW MINUTES WHEN THE FIRST OFFICERS WINDOW LATCHED INTO THE OPEN POSITION AND COULD NOT BE CLOSED. THE FLIGHT RETURNED TO PHL WHERE LANDING WAS WITHOUT FURTHER INCIDENT. MAINTENANCE FOUND THE WINDOW FRAME COMPOUND WAS NOT SMOOTH AND THE LOCK HANDLE OUT OF ADJUSTMENT. SMOOTHED COMPOUND AND ADJUSTED LOCK. (M)									
5711 NWAA	9338 47347	DOUG DC931				SPAR	CORRODED WS 691		3/25/98 9806249974
DURING M-CHECK, FOUND CORROSION ON REAR SPAR UPPER CAP AND ADJOINING WING SKIN AT WS 691. REPAIRED PER EA 99-154768.									
5711 MWEA	212ME 47701	DOUG DC932				SPAR 5919153	DAMAGED RT WING		4/14/98 MWEA98433
THE RIGHT WING FORWARD LOWER SPAR CAP HAS AN UNDOCUMENTED REPAIR. MTC REPAIRED SPAR CAP USING APPROVED DATA.									
5712 MWEA	212ME 47701	DOUG DC932				RIB 9919353	CORROSION WS 164		4/13/98 MWEA98398
CORROSION WAS FOUND ALONG THE UPPER SURFACE OF THE LOWER CUP OF THE RIB AT WING STATION XRS 164 LEFT SIDE. CLEANED CORROSION AND INSTALLED STRAP REPAIR USING APPROVED DATA.									
5720 MWEA	212ME 47701	DOUG DC932				CLIP 4912003	CRACKED WS 111		4/13/98 MWEA98400
LEFT WING FUEL TANK STRINGER 22 LEFT HAS A CRACKED CLIP A STATION XRS 111. REMOVED OLD CLIP FABRICATED AND INSTALLED REPLACEMENT CLIP.									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5720 MWEA	212ME 47701	DOUG DC932				CLIP 4913188	CRACKED WS 111		4/13/98 MWEA98401
LEFT WING FUEL TANK STRINGER 22 LEFT HAS A CRACKED CLIP AT XRS111. REMOVED OLD CLIP FABRICATED AND INSTALLED REPLACEMENT CLIP.									
5720 MWEA	212ME 47701	DOUG DC932				SPLICE 3919256	DAMAGED CENTER WING		4/13/98 MWEA98402
CENTER WING TANK STRINGER SPLICE NUMBER 13 HAS PREVIOUS BLEND OUT REPAIR THAT IS BEYOND LIMITS. FABRICATED AND INSTALLED REPLACEMENT SPLICE.									
5720 MWEA	212ME 47701	DOUG DC932				SPLICE 3919256	DAMAGED CENTER WING		4/14/98 MWEA98429
CENTER WING TANK SPLICE ON STRINGER NR 15 HAS TOOLING DAMAGE. MTC REMOVED OLD PART FABRICATED AND INSTALLED REPLACEMENT PART.									
5720 MWEA	212ME 47701	DOUG DC932				SPLICE 3919256	CORRODED CENTER WING		4/13/98 MWEA98403
STRINGER 13 SPLICE IN CENTER WING TANK HAS CORROSION. REMOVED OLD PART FABRICATED AND INSTALLED REPLACEMENT PART USING APPROVED DATA.									
5720 MWEA	212ME 47701	DOUG DC932				SPLICE 3919256	DAMAGED CENTER WING		4/14/98 MWEA98428
CENTER WING TANK SPLICE FOR STRINGER NR 14 HAS TOOLING MARKS. MTC REMOVED DAMAGED PART FABRICATED AND INSTALLED REPLACEMENT PART USING APPROVED DATA.									
5720 MWEA	212ME 47701	DOUG DC932				SPLICE 3919256	CORRODED CENTER WING		4/13/98 MWEA98405
CENTER WING TANK STRINGER 14 SPLICE WAS FOUND CORRODED. REMOVED OLD PART FABRICATED AND INSTALLED REPLACEMENT PART USING APPROVED DATA.									
5720 MWEA	212ME 47701	DOUG DC932				SPLICE 3919256	CORRODED CENTER WING		4/13/98 MWEA98404
CENTER WING TANK STRINGER SPLICE ON STRINGER 15 WAS FOUND CORRODED. REMOVED OLD PART FABRICATED AND INSTALLED REPLACEMENT PART USING APPROVED DATA.									
5730 MWEA	600ME 45725	DOUG DC914				SKIN 39171801	DAMAGED WS 137		4/4/98 MWEA98395
THE LEFT HAND LOWER WING PLATING AT XRS 137 REAR SPAR HAS A FASTENER HOLE DAMAGE. MTC REPLACED AND REPAIRED DAMAGE AND INSTALLED REPAIR BUSHING.									
5754 VJ6A	917VV 47323	DOUG DC932				FITTING	GOUGED NR 1 SLAT TRACK		3/20/98 VJ9800058
ATTACH FITTING RT WING, NR 1 SLAT MAIN TRACK (CENTER), GOUGED. BLENDED AREA IAW DC9 SRM 53-01, FIG 1. BLEND DEPTHS WITHIN LIMITS PER RES 1 1668, TREATED AREA IAW SRM 51-10-3 AND AERO EO 98-822, COMPLETED FORM 8110-3. (M)									
7200 TWAA	9420D 49824	DOUG DC982	PWA JT8D217C			ENGINE	FAILED LEFT		3/20/98 TWAA9804206
STL - FLT 173 - DURING TAKEOFF ROLL, AT 80 KNOTS, LEFT ENGINE OIL QUANTITY AND PRESSURE FELL TO ZERO. ABORTED TAKEOFF AND RETURNED TO THE GATE. REPLACED ENGINE. (M)									
7230 TWAA	902TW 49153	DOUG DC982	PWA JT8D217A			COMPRESSOR	STALLED RT ENGINE		3/24/98 TWAA9804303
RNO - FLT 224 - ABORTED TAKEOFF AT 100 KTS DUE TO COMPRESSOR STALLS ON RT ENGINE. FOUND COMPRESSOR BLADES DAMAGED FROM APPARENT ICE INGESTION. (M)									
7711 ORJA	824RA 53017	DOUG DC982				CIRCUIT BREAKER	RESET NR 1 EPR		3/13/98 ORJA9842
ABORTED TAKEOFF DUE TO NO EPR ON LEFT ENGINE AT POWR UP. CHECKED INLET AND EXHAUST RESET NR 1 EPR AND NR 1 DFGC CIRCUIT BREAKERS, OPS CHECKED NORMAL. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2150 WRLA	271WA 48518	DOUG MD11				CLAMP 35J32600	BROKEN NR 3 PACK		3/6/98 WRLA98076
DURING INITIAL CLIMB-OUT, PASSING THOUGH 18,000 FT, FLT CREW RECEIVED LEVEL 3 ALERT ON NR 3 PNEUMATIC MANIFOLD FAILED WARNING. FLIGHT CREW ELECTED TO RETURN TO POINT OF DEPARTURE FOR MAINTENANCE. AIRCRAFT RETURNED TO POINT OF DEPARTURE, AND LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE PERSONNEL FOUND BROKEN CLAMP ON NR 3 REFRIGERATION UNIT. CLAMP WAS REPLACED, GROUND RUNS PERFORMED WITH NO MALFUNCTIONS NOTED. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3260 FDEA	582FE 48420	DOUG MD11F				PROX SENSOR	FAILED LT MLG		4/10/98 98FDEA00263
98-0099 NRT:LEFT GEAR UNSAFE INDICATION ON LANDING. RECYCLED GEAR ARM SAME ON LANDING CONFIGURATION PAGE INDICATION GEAR DOWN WITH FLOOR VIEW. REMOVED AND REPLACED DOWN LOCK PROXIMITY SENSOR PER M/M 32-61-15 RETURN TO SERVICE TEST CHECK GOOD.									
3610 FDEA	613FE 48749	DOUG MD11F				AIR SUPPLY	BROKEN NR 1 ENGINE		4/2/98 98FDEA00233
ON CLIMBOUT, ENG NR 1 FIRE WARNING CAME ON. WARNING WENT OUT UPON ENG SHUTDOWN. RETURNED TO RAMP. FOUND TUBE-RS HP RECOUP AIR SUPPLY WAS BROKEN AND MANIFOLD-HPT ACTIVE CLEARANCE CONTROL WAS CRACKED. ALSO, CLAMP JAW WAS BROKEN. REPLACED ABOVE PARTS AND RAN NR 1 ENG ABOUT 15 MINUTES, FOUND NO FIRE WARNING AND ALL INDICATIONS WERE NORMAL PER MD-11 JRH. FDCU HAD NO CURRENT FAULT AND R-T-S TEST PASSED.									
5320 FDEA	609FE 48549	DOUG MD11F				DOUBLER	CRACKED BS 1458		4/13/98 98FDEA00265
CENTER GEAR WELL, LT TRUNNION SUPPORT ANGLE DOUBLER IS CRACKED AT UPPER AND LOWER FWD SECTIONS AT BS 1458.									
7110 WRLA	274WA 48633	DOUG MD11F				COWLING 2215125581	PUNCTURED NR 3 ENGINE		3/23/98 WRLA98075
DURING OFF LOADING OF CARGO, 'BAGGAGE TUG' OPERATOR STRUCK THE RIGHT SIDE OF THE NR 3 ENGINE FAN COWLING, DAMAGING ITS SKIN. MAINTENANCE PERSONNEL REPAIRED SKIN PER PWA NACELLE STRUCTURAL REPAIR MANUAL 54-20-00. REPAIR REQUIRES REINSPECTION AT EACH A CHECK, AND REQUIRES SKIN REPLACEMENT AT NEXT C-CHECK. AIRCRAFT RETURNED TO SERVICE. (M)									
3241 DALA	986DL 53313	DOUG MD88				TRANSDUCER 4062575	SHEARED NR 1 MLG		4/13/98 DLM88980800
A/C OVERRAN RUNWAY. FOUND NR 1 MAIN ANTI-SKID TRANSDUCER PIN SHEARED. REPLACED TRANSDUCER.									
3350 DALA	913DE 49956	DOUG MD88			339001283	BATTERY	DISCHARGED CABIN		4/13/98 DLM88980804
ON L/O, FOUND AFT EXTERIOR EMERGENCY LIGHT INOP. REPLACED EMERGENCY LIGHTS BATTERY, OKS CKS GOOD.									
3350 DALA	912DE 49997	DOUG MD88				LIGHTS	INOPERATIVE CABIN		4/8/98 DLM88980774
LT AND RT EMERGENCY WING EXTERIOR LIGHTS INOP.									
7261 DALA	967DL 53116	DOUG MD88	PWA JT8D219			OIL SYST	OVERSERVICED NR 2 ENGINE	16549	4/7/98 DLM88980762
ON CLIMBOUT, NR 2 ENG OIL TEMP REACHED 165 DEG AND PRESS WAS 55 PSI. TEMP FLUX FROM 155 TO 165 DEG UNTIL DESCENT PWR RETARDED. GRADUAL DECREASE TO NML ON TAXI IN. OIL TANK OVER SERVICED. DRAINED TANK TO PROPER LEVEL, RAN ENG PRESS AND TEMP NORMAL.									
2731 BQTA	790RA 11027B	EMB EMB110P1				BRACKET 110321004	CRACKED TRIM ACTUATOR	11464	1/31/98 98ZZZM444
ELEVATOR TRIM TAB ACTUATOR SUPPORT, PART NR 110-3210-04, FOUND CRACKED DURING INSPECTION PER AD 91-25-09. BRACKET WAS REPLACED. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5510 BQTA	101TN 110271	EMB EMB110P1				BRACKET 11014110731	CRACKED HORIZ STAB	15771	1/12/98 98ZZZM443
AT FRAME STATION 33, LEFT FORWARD UPPR SUPPORT BRACKET, P/N 110-1411-07-31, FOUND CRACKED DURING DYE PENETRANT INSPECTION PER AD 83-14-09. CRACK EXTENDED APPROXIMATELY .125 INCH THROUGH .1875 INCH FROM BOLT HOLE. BRACKET WAS REPLACED.									
2731 COMA	257CA 120248	EMB EMB120RT				WIRE	FAILED ELEV TRIM		4/8/98 COMA9810101
TAKEOFF TRIM WARNING DURING TAKEOFF. REPAIRED WIRE SPLICE IN ELEVATOR TRIM POSITION SENSOR SYSTEM.									
3020 COMA	189CA 120189	EMB EMB120RT				CONNECTOR	CORRODED RT ENGINE		4/7/98 COMA9810086
RIGHT ENGINE INLET ANTI-ICE SYSTEM FAILED. REPAIRED CORROSION ON WIRING CONNECTIONS AT THE EJECTOR FLOW VALVE.									
3233 SWIA	237SW 120314	EMB EMB120ER	PWA PW118A			ACTUATOR	FAILED LT MLG		3/30/98 SWIA971112
DURING GEAR RETRACTION, AFTER GEAR UP LIGHTS ARE OUT MOMENTARILY, LEFT MAIN INTRANSIT LIGHT CAME BACK ON. CYCLED GEAR AND ALL STAYED OUT NORMAL. RETURNED TO SLC, REPLACED LEFT MLG ACTUATOR PER MM 32-32-10. CYCLED GEAR AND INDICATION AND OPERATION CHECKS GOOD.									
3242 XC4R	2FOR 120302	EMB EMB120ER			BFGOODRICH 21585	STATOR DISK 1331096	CRACKED NR 1 BRAKE	3684 1193	4/3/98 XC4R1546
BRAKE NR 1 STATOR FAILED (CRACKED), JAMMING WHEEL BRAKE ASSEMBLY WHICH DAMAGED BOTH WHEEL AND BRAKE TORQUE TUBES.									
3260 COMA	244CA 120217	EMB EMB120RT				INTRANSIT LIGHT	ILLUMINATED LT MLG		4/9/98 COMA9810099
LEFT HAND MLG INTRANSIT LIGHT REMAINED ILLUMINATED AFTER GEAR RETRACTION. ENTERED DISCREPANCY IN DEFERRED MAINTENANCE LOG PER MEL.									
3260 WTAA	221YV 120221	EMB EMB120RT				PROX SENSOR 922AA2YA6PZ722	INTERMITTENT NLG		3/25/98 WTAA980052
BFL - LANDING GEAR FAILED TO RETRACT AFTER TAKEOFF. AIRCRAFT RETURN TO STATION WITHOUT INCIDENT. MAINTENANCE REPLACED RT MAIN LANDING GEAR 'A' SYSTEM UPLOCK PROXIMITY SENSOR. LANDING GEAR OPERATIONAL NORMAL DURING GROUND CHECK. AIRCRAFT RETURNED TO SERVICE. (M)									
3260 WTAA	221YV 120221	EMB EMB120RT				LIGHT	ILLUMINATED RT MLG		3/26/98 WTAA980053
SFO - RIGHT MAIN LANDING GEAR 'B' SYSTEM INTRANSIT LIGHT REMAINS ILLUMINATED FOLLOWING GEAR RETRACTION. MAINTENANCE DEFERRED 'B' SYSTEM GEAR POSITION INDICATION PER MEL 32-60-1. AIRCRAFT RETURN TO SERVICE. (M)									
3260 WTAA	250YV 120250	EMB EMB120RT				PROX SENSOR 922AA2YA6PZ722	INTERMITTENT NLG		3/20/98 WTAA980050
LAX - LANDING GEAR FAILED TO EXTEND ON INITIAL ATTEMPT. CREW ACCOMPLISHED GEAR EXTENSION USING ELECTRICAL OVERRIDE PROCEDURES. AIRCRAFT LANDING WITHOUT INCIDENT. MAINTENANCE REPLACED NOSE LANDING GEAR 'A' SYSTEM UPLOCK PROXIMITY SENSOR. LANDING GEAR EXTENSION AND RETRACTION OPERATIONAL CHECK NORMAL DURING GEAR SWING. AIRCRAFT RETURNED TO SERVICE. (M)									
3260 WTAA	250YV 120250	EMB EMB120RT				PROX SENSOR 922AA2YA6PZ722	INTERMITTENT NLG		3/21/98 WTAA980051
LAX - LANDING GEAR FAILED TO EXTEND ON INITIAL ATTEMPT. GEAR SELECTED DOWN USING OVERRIDE PROCEDURES. MAINTENANCE REPLACED NOSE LANDING GEAR 'A' SYSTEM DOWN LOCK PROXIMITY SENSOR. LANDING GEAR OPERATIONAL CHECK NORMAL. AIRCRAFT RETURNED TO SERVICE. (M)									
3260 WTAA	284YV 120284	EMB EMB120RT				PROX SENSOR 922FS2A6NZ735	FAILED NLG		3/18/98 WTAA980048
SBA - LANDING GEAR FAILED TO RETRACT ON DEPARTURE. AIRCRAFT RETURN TO STATION WITHOUT INCIDENT. MAINTENANCE REMOVED AND REPLACED NOSE GEAR SHOCK ABSORBER PROXIMITY SENSOR. OPERATIONAL CHECK SATISFACTORY. AIRCRAFT RETURN TO SERVICE. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5270 COMA	261CA 120254	EMB EMB120RT				SWITCH	OUT OF ADJUST RT FUEL DOOR		4/8/98 COMA9810087
SERVICE DOOR WARNING CAME ON DURING TAKEOFF. ADJUSTED MICROSWITCHES AT THE FUEL SERVICE DOOR.									
5320 SWIA	209SW 120269	EMB EMB120ER	PWA PW118A			STRAP	CORRODED FUSELAGE		3/9/98 SWIA971150
RIGHT T SECTION BETWEEN CENTER AND RIGHT BUTT STRAPS AT FRAME 16 HAS CORROSION. REMOVED AND REPLACED RIGHT T SECTION AT FRAME 16 IAW SRM 51-40-02.									
5320 SWIA	209SW 120269	EMB EMB120ER	PWA PW118A			STRAP	CORRODED LAVATORY		3/9/98 SWIA971149
RIGHT FORWARD BUTT STRAP UNDER LAVATORY AREA HAS CORROSION. REMOVED AND REPLACED RIGHT FORWARD BUTT STRAP UNDER LAVATORY AREA IAW SRM 51-40-02.									
5320 SWIA	209SW 120269	EMB EMB120ER	PWA PW118A			CROSS BEAM	CORRODED CABIN		3/6/98 SWIA971153
LEFT FLOOR CROSSBEAM AT FRAME 16 HAS CORROSION. REMOVED AND REPLACED LEFT FLOOR CROSSBEAM AT FRAME 16 IAW SRM 51-40-02.									
5320 COMA	196CA 120196	EMB EMB120RT				SUPPORT 12034416001	CRACKED FUSELAGE		4/6/98 COMA9810085
CREW PREFLIGHT INSPECTION FOUND ONE RIVET HEAD BROKEN OFF IN FUSELAGE SKIN, LEFT HAND SIDE, FRAME NR 9, JUST BELOW CAPTAIN'S DV WINDOW. FURTHER INVESTIGATION REVEALED A CRACKED SKIN SUPPORT AT THAT LOCATION. THE SUPPORT WAS REPLACED PER AERODESIGN REPORT NR 660-1, IR, 2-16-93. AIRCRAFT RETURNED TO SERVICE.									
5320 COMA	244CA 120217	EMB EMB120RT				SUPPORT 12004149002	CORRODED FUSELAGE		4/2/98 COMA9810096
DURING 2C INSPECTION TASK 5310-131/132 01I, FOUND FLOOR SUPPORT-T AT FRAME 20L CORRODED BEYOND EMB LIMITS. REMOVED DAMAGED PART AND INSTALLED SERV PART IAW EMB-120 SRM, CHAPTER 51.									
5320 COMA	244CA 120217	EMB EMB120RT				SILL 12005802001	CORRODED CABIN DOOR		4/2/98 COMA9810095
DURING 2C INSPECTION TASK 5310-131/132 01I, FOUND FIRST LEFT FLOOR SILL CORRODED BYOND EMB LIMITS. REMOVED DAMAGED PART AND INSTALLED SERV PART IAW EMB-120 SRM, CHAPTER 51.									
5320 COMA	244CA 120217	EMB EMB120RT				SILL 12006158002	CORRODED CARGO COMPT		4/2/98 COMA9810094
DURING 2C INSPECTION TASK 161/162-01Z, FOUND RIGHT CARGO FORWARD FLOOR SILL CORRODED BEYOND EMB LIMITS. REMOVED DAMAGED PART AND INSTALLED SERV PART IAW EMB-120 SRM, CHAPTER 51.									
5320 COMA	244CA 120217	EMB EMB120RT				SUPPORT 12009846001	CORRODED CABIN		4/2/98 COMA9810093
DURING 2C INSPECTION TASK 5310-131/132 01I, FOUND FLOOR SUPPORT-T AT FRAME 16L CORRODED BEYOND EMB LIMITS. REMOVED DAMAGED PART AND INSTALLED SERV PART IAW EMB-120 SRM CHAPTER 51.									
5320 COMA	244CA 120217	EMB EMB120RT				SUPPORT 12004149001	CORRODED FUSELAGE		4/2/98 COMA9810098
DURING 2C INSPECTION TASK 5310-131/132-01I, FOUND FLOOR SUPPORT-T AT FRAME 20R CORRODED BEYOND EMB LIMITS. REMOVED DAMAGED PART AND INSTALLED SERV PART IAW EMB-120 SRM, CHAPTER 51.									
5320 COMA	244CA 120217	EMB EMB120RT				STRAP 12046156001	CORRODED FUSELAGE		4/2/98 COMA9810091
DURING 2C INSPECTION TASK 5310-131/132 01I, FOUND FIRST RIGHT BUTT STRAP CORRODED BEYOND EMB LIMITS. REMOVED DAMAGED PART AND INSTALLED SERV PART IAW EMB-120 SRM CHAPTER 51.									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5320 COMA	244CA 120217	EMB EMB120RT				SILL 12039724001	CORRODED EMERGENCY EXIT	4/2/98	COMA9810097
DURING 2C INSPECTION TASK 151/152-01Z, FOUND AFT EMERGENCY EXIT SILL AND PIN RECEPTACLES CORRODED BEYOND EMB LIMITS. REMOVED DAMAGED PARTS AND INSTALLED SERV PARTS IAW EMB-120 SRM, CHAPTER 51.									
5320 COMA	244CA 120217	EMB EMB120RT				SILL 12005803001	CORRODED CABIN	4/2/98	COMA9810090
DURING 2C INSPECTION TASK 5310-131/132 01I, FOUND FIRST RIGHT FLOOR SILL CORRODED BYOND EMB LIMITS. REMOVED DAMAGED PART AND INSTALLED SERV PART IAW EMB-120 SRM, CHAPTER 51.									
5320 COMA	244CA 120217	EMB EMB120RT				STRAP 12046963001	CORRODED FUSELAGE	4/2/98	COMA9810089
DURING 2C INSPECTION TASK 5310-131/01I, FOUND FIRST LEFT HAND BUTT STRAP CORRODED BEYOND EMB-LIMITS. REMOVED DAMAGED PART AND INSTALLED SERV PART IAW EMB-120 SRM CHAPTER 51.									
5320 COMA	244CA 120217	EMB EMB120RT				STRAP 12005805003	CORRODED FUSELAGE	4/2/98	COMA9810088
DURING 2C INSPECTION TASK 5310-131/132 01I, FOUND FIRST CENTER BUTT STRAP CORRODED BEYOND EMB LIMITS. REMOVED DAMAGED PART AND INSTALLED SERV PART IAW EMB-120 SRM CHAPTER 51.									
5320 COMA	244CA 120217	EMB EMB120RT				SUPPORT 12004149002	CORRODED CABIN	4/2/98	COMA9810092
DURING 2C INSPECTION TASK 5310-131/132 01I, FOUND FLOOR SUPPORT-T AT FRAME 16R CORRODED BEYOND EMB LIMITS. REMOVED DAMAGED PART AND INSTALLED SERV PART IAW EMB-120 SRM, CHAPTER 51.									
5347 SWIA	209SW 120269	EMB EMB120ER	PWA PW118A			SEAT TRACK	CORRODED CABIN	3/9/98	SWIA971152
FORWARD LONG SECTION OF CABIN SEAT TRACK, RIGHT SIDE FLOOR LEVEL HAS NUMEROUS AREAS OF CORROSION. REPLACED RIGHT SIDE FLOOR LEVEL SEAT TRACK WITH NEW SEAT TRACK IAW SRM 51-40-02.									
5347 SWIA	209SW 120269	EMB EMB120ER	PWA PW118A			SEAT TRACK	CORRODED CABIN	3/9/98	SWIA971151
LEFT FLOOR SEAT TRACK LONG SECTION UNDER GALLEY AREA HAS CORROSION. REMOVED AND REPLACED LEFT SEAT TRACK WITH A NEW SEAT TRACK IAW SRM 51-40-02.									
7510 COMA	249CA 120230	EMB EMB120RT				VALVE 38E966A	LEAKING LT ENG DE-ICE	4/9/98	COMA9810100
LEFT HAND BLEED AIR DUCT LEAK WARNING DURING FLIGHT. REPLACED LEAKING DE-ICE PRESSURE REGULATOR VALVE.									
3234 USAA	899US 11399	FOKKER F28MK0100				SELECTOR VALVE 715381	FAILED LANDING GEAR	3/12/98	USAAF98028
FLT 743 - PWM - ON APPROACH TO PWM THE LANDING GEAR SELECTOR HANDLE WOULD NOT MOVE FROM THE 'UP' POSITION. CREW PERFORMED A GO AROUND AND LOWERED THE LANDING GEAR WITH THE ALTERNATE PROCEDURE. FLIGHT LANDED WITHOUT FURTHER INCIDENT AND WAS TOWED TO THE GATE. MAINTENANCE CHECKED AIRCRAFT AND FOUND IT SAFE FOR MAINTENANCE FERRY FLIGHT TO CLT. CLT MAINTENANCE REPLACED THE LANDING GEAR SELECTOR VALVE. (M)									
3350 QXEA	491US 11156	FOKKER F28MK4000			GRIMES	BULB 1820	FAILED CABIN	4/12/98	QXEA9800527
EXIT LIGHT OVER DOOR, ROW 8 INOP. RELAMPED, OPERATIONAL TEST GOOD.									
3350 QXEA	476US 11224	FOKKER F28MK4000			GRIMES	LIGHT	INOPERATIVE CABIN	4/10/98	QXEA9800524
EMERGENCY EXIT SIGN ON SIDEWALL BY SEAT 9A/B INOP. REMOVED AND REPLACED EMERGENCY EXIT SIGN, OPERATIONAL TESTS GOOD.									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3350 QXEA	480AU 11229	FOKKER F28MK4000			GRIMES	BULB 1820	FAILED CABIN		4/12/98 QXEA9800526
TOP EMERGENCY EXIT LIGHT AT GALLEY SERVICE DOOR INOP. RELAMPED, OPERATIONAL CHECKS GOOD.									
3350 QXEA	481US 11230	FOKKER F28MK4000			GRIMES	BULB 1820	FAILED CABIN		4/13/98 QXEA9800528
EXIT LIGHT OUT AT 9A. REPLACED BULB, OPERATIONAL TEST GOOD.									
3350 QXEA	486US 11237	FOKKER F28MK4000				CONNECTION	LOOSE CABIN		4/14/98 QXEA9800529
SEAT EVACUATION LIGHTS ON FRONT 6 ROWS ARE ON WITH THE EMERGENCY LIGHT SWITCH IN ARM POSITION. MAINTENANCE INSPECTED AND FOUND LOOSE CONNECTION AT SEAT ROW 1AB. SECURED CONNECTION, OPERATIONAL TEST IS GOOD.									
3350 QXEA	486US 11237	FOKKER F28MK4000			GRIMES	SIGN 5515800106	INOPERATIVE CABIN		4/10/98 QXEA9800525
EXIT LIGHT OVER COCKPIT DOOR INOP. REPLACED EXIT LIGHT ASSEMBLY, OPERATIONAL TEST IS GOOD.									
3620 USAA	865US 11308	FOKKER F28MK0100				FAULT LIGHT	ILLUMINATED BLEED SYSTEM		3/16/98 USAAF98029
PIT - FLT 540 - AIRCRAFT WAS CLIMBING TO FL250 OUT OF PIT WHEN A BLEED FAULT 1 LIGHT ILLUMINATED. CAPTAIN DESCENDED TO FL240 AND TRIED TO RESET WITHOUT SUCCESS. FLIGHT RETURNED TO PIT WHERE LANDING WAS WITHOUT FURTHER INCIDENT. MAINTENANCE PERFORMED BLEED SYSTEM CHECKOUT AND FOUND NO DISCREPANCIES. (M)									
5310 QXEA	488US 11240	FOKKER F28MK4000				STRUCTURE	CRUSHED CARGO DOORWAY		2/26/98 QXEA9800472
ABOVE REAR CARGO BAY ENTRANCE THE SUPPORT STRUCTURE HAS BEEN CRUSHED. REPAIRED IAW HORIZON AIR EA 4-53-374.									
5311 QXEA	488US 11240	FOKKER F28MK4000				FRAME	CRACKED FRAME 22293		3/3/98 QXEA9800479
FUSELAGE FRAME 22293 IS CRACKED AT STRINGER 54. REPAIRED IAW HORIZON AIR EA 4-53-388.									
5311 QXEA	488US 11240	FOKKER F28MK4000				FRAME	CRACKED FRAME 17565		3/15/98 QXEA9800485
FLANGE CRACKED THROUGH STOP DRILL ON FRAME 17565 STRINGER 26. INSTALLED SOLID RIVETS IAW FOKKER SRM 51-31-01.									
5311 QXEA	488US 11240	FOKKER F28MK4000				RIB	CRACKED BS 4790		2/26/98 QXEA9800486
WING TAILBOX RIB AT STATION 4790 IS CRACKED THROUGH TWO RIVETS ATTACHING SPRING STRUT BRACKET TO RIB SEEN THROUGH LOWER TAIL SKIN LIGHTNING HOLE. INSTALLED NEW PLATE AND CRACK CONTAINMENT IAW HORIZON AIR EA 4-57-96.									
5320 QXEA	477AU 11226	FOKKER F28MK4000				CASTELLATION	CRACKED FRAME 6305		3/21/98 QXEA9800506
PASSENGER CABIN FUSELAGE FRAME 6305 HAS A CRACKED CASTELLATION AT STRINGER 43. MANUFACTURED AND INSTALLED REPAIR CLIP IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	477AU 11226	FOKKER F28MK4000				CLIP	CRACKED FRAME 6305		3/27/98 QXEA9800514
FRAME CLIP AT FRAME 6305 STRINGER 15 IS CRACKED. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5320 QXEA	477AU 11226	FOKKER F28MK4000				CASTELLATION	CRACKED FRAME 5305		3/21/98 QXEA9800507
PASSENGER CABIN FUSELAGE FRAME 5305 HAS A CRACKED CASTELLATION AT STRINGER 43. COMPLETED REPAIRS IAW FOKKER SRM 53-02-13, PAGE 6, FIGURE 2 AND FOKKER SRM 51-31-01 FOR SOLID RIVETS.									
5320 QXEA	477AU 11226	FOKKER F28MK4000				CASTELLATION	CRACKED FRAME 9305		3/22/98 QXEA9800513
PASSENGER CABIN FUSELAGE FRAME 9305A HAS A CRACKED CASTELLATION AT STRINGER 34. REPAIRED CASTELLATION IAW FOKKER SRM 53-02-13, FIGURE 2, PAGE 6.									
5320 QXEA	477AU 11226	FOKKER F28MK4000				CASTELLATION	CRACKED FRAME 6305		3/21/98 QXEA9800505
PASSENGER CABIN FUSELAGE FRAME 6305 HAS A CRACKED CASTELLATION AT STRINGER 41. REPAIRED IAW FOKKER SRM 51-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	477AU 11226	FOKKER F28MK4000				CLIP	CRACKED FRAME 41-2		3/23/98 QXEA9800520
CLIP HAS 2 CRACKS ONE IN RADIUS BACKSIDE FRAME 41-2 STRINGER 31. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 8, FIGURE 6.									
5320 QXEA	477AU 11226	FOKKER F28MK4000				CLIP	CRACKED FRAME 50-2		3/23/98 QXEA9800519
CLIP IS CRACKED IN RADIUS FRAME 50-2 STRINGER 29. INSTALLED CLIP IAW FOKKER SRM 53-02-13, FIGURE 6.									
5320 QXEA	477AU 11226	FOKKER F28MK4000				CLIP	CRACKED FRAME 50-2		3/23/98 QXEA9800518
CLIP CRACKED BACKSIDE FRAME 50-2 ABOVE STRINGER 40. PERFORMED CLIP REPAIR IAW FOKKER SRM 53-02-13, FIGURE 4.									
5320 QXEA	477AU 11226	FOKKER F28MK4000				CASTELLATION	CRACKED FRAME 10346		3/22/98 QXEA9800508
PASSENGER CABIN FUSELAGE FRAME 10346 HAS A CRACKED CASTELLATION AT STRINGER 44. FABRICATED AND INSTALLED REPAIR CLIP IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	477AU 11226	FOKKER F28MK4000				CLIP	CRACKED FRAME 58.5-2		3/23/98 QXEA9800516
CLIP IS CRACKED BACKSIDE FRAME 58.5-2 ABOVE STRINGER 44. INSTALLED CLIP IAW FOKKER SRM 53-02-13, FIGURE 6 WITH FASTENERS IAW MM 53-10-05, PAGE 601.									
5320 QXEA	477AU 11226	FOKKER F28MK4000				CASTELLATION	CRACKED FRAME 10346		3/22/98 QXEA9800511
PASSENGER CABIN FUSELAGE FRAME 10346 HAS A CRACKED CASTELLATION AT STRINGER 31. FABRICATED AND INSTALLED CABIN CLIP IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	477AU 11226	FOKKER F28MK4000				CLIP	CRACKED FRAME 5805		3/27/98 QXEA9800515
FRAME CLIP AT FRAME 5805 STRINGER 15 CRACKED. REPAIRED IAW FOKKER SRM 53-02-13, FIGURE 2, PAGE 4.									
5320 QXEA	477AU 11226	FOKKER F28MK4000				CASTELLATION	CRACKED FRAME 9305		3/22/98 QXEA9800512
PASSENGER FUSELAGE FRAME 9305A HAS A CRACKED CASTELLATION AT STRINGER 47. INSTALLED REPAIR CLIP IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2 AND MM 53-10-05, PAGE 601.									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5320 QXEA	477AU 11226	FOKKER F28MK4000				CLIP	CRACKED FRAME 41-2	3/23/98	QXEA9800521
CLIP CRACKED PAST STOP DRILL BACKSIDE OF FRAME 41-2 STRINGER 39. INSTALLED ANGLE IAW FOKKER SRM 53-02-13, FIGURE 6, PAGE 8 WITH FASTENERS IAW MM 53-10-05, PAGE 601.									
5320 QXEA	477AU 11226	FOKKER F28MK4000				CASTELLATION	CRACKED FRAME 10346	3/22/98	QXEA9800509
PASSENGER CABIN FUSELAGE FRAME 10346 HAS A CRACKED CASTELLATION AT STRINGER 43. FABRICATED AND INSTALLED REPAIR CLIP IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	477AU 11226	FOKKER F28MK4000				CASTELLATION	CRACKED FRAME 10364	3/22/98	QXEA9800510
PASSENGER CABIN FUSELAGE FRAME 10346 HAS A CRACKED CASTELLATION AT STRINGER 32. FABRICATED AND INSTALLED CABIN CLIP IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	477AU 11226	FOKKER F28MK4000				CLIP	CRACKED FRAME 58.5-2	3/23/98	QXEA9800517
PREVIOUS CLIP REPAIR CRACKED BACKSIDE FRAME 58.5-2 ABOVE STRINGER 31. INSTALLED CLIP IAW FOKKER SRM 53-02-13, FIGURE 6 WITH FASTENERS IAW MM 53-10-05, PAGE 601.									
5320 QXEA	477AU 11226	FOKKER F28MK4000				CLIP	CRACKED FRAME 12405	3/20/98	QXEA9800493
PASSENGER CABIN FUSELAGE FRAME 12405 HAS A CRACKED CLIP AT STRINGER 44. REPAIRED IAW FOKKER SRM 53-02-13, FIGURE 2.									
5320 QXEA	477AU 11226	FOKKER F28MK4000				CASTELLATION	CRACKED FRAME 6305	3/21/98	QXEA9800504
PASSENGER CABIN FUSELAGE FRAME 6305 HAS A CRACKED CASTELLATION AT STRINGER 40. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	477AU 11226	FOKKER F28MK4000				CLIP	CRACKED FRAME 50-2	3/23/98	QXEA9800522
CLIP CRACKED FRONTSIDE FRAME 50-2 STRINGER 47. INSTALLED REPAIR ANGLE IAW FOKKER SRM 53-02-13.									
5320 QXEA	477AU 11226	FOKKER F28MK4000				CLIP	CRACKED FRAME 12875	3/20/98	QXEA9800490
PASSENGER CABIN FUSELAGE FRAME 12875 HAS A CRACKED CLIP AT STRINGER 46. INSTALLED REPAIR CLIP IAW FOKKER SRM 53-02-13, FIGURE 2, PAGE 4 AND FOKKER SRM 53-10-05, PAGE 601.									
5320 QXEA	477AU 11226	FOKKER F28MK4000				CLIP	CRACKED FRAME 13815	3/20/98	QXEA900499
PASSENGER CABIN FUSELAGE FRAME 13815 HAS A CRACKED CLIP AT STRINGER 33. COMPLIED WITH REPAIR IAW FOKKER SRM 53-02-13 PAGE 6 FIGURE 2 AND SRM 51-31-01 FOR SOLID FASTENERS.									
5320 QXEA	477AU 11226	FOKKER F28MK4000				CLIP	CRACKED FRAME 12875	3/20/98	QXEA9800488
PASSENGER CABIN FUSELAGE FRAME 12875 HAS A CRACKED CLIP AT STRINGER 42. INSTALLED REPAIR CLIP IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	477AU 11226	FOKKER F28MK4000				CLIP	CRACKED FRAME 12875	3/20/98	QXEA9800489
PASSENGER CABIN FUSELAGE FRAME 12875 HAS CRACKED CLIP AT STRINGER 43. INSTALLED REPAIR CLIP IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5320 QXEA	477AU 11226	FOKKER F28MK4000				CLIP	CRACKED FRAME 12405	3/20/98	QXEA9800492
PASSENGER CABIN FUSELAGE FRAME 12405 HAS CRACKED CLIP AT STRINGER 33. INSTALLED REPAIR IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	477AU 11226	FOKKER F28MK4000				CLIP	CRACKED FRAME 12875	3/20/98	QXEA9800487
PASSENGER CABIN FUSELAGE FRAME 12875 HAS A CRACKED CLIP AT STRINGER 29. REPAIRED IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	477AU 11226	FOKKER F28MK4000				CLIP	CRACKED FRAME 12405	3/20/98	QXEA9800494
PASSENGER CABIN FUSELAGE FRAME 12405 HAS A CRACKED CLIP AT STRINGER 42. INSTALLED REPAIR ANGLE IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									
5320 QXEA	477AU 11226	FOKKER F28MK4000				CLIP	CRACKED FRAME 11405	3/20/98	QXEA9800495
PASSENGER CABIN FUSELAGE FRAME 11405 HAS A CRACKED CLIP AT STRINGER 31. REPAIRED IAW FOKKER SRM 53-02-13, FIGURE 2.									
5320 QXEA	477AU 11226	FOKKER F28MK4000				CLIP	CORRODED FRAME 11405	3/20/98	QXEA9800496
PASSENGER CABIN FUSELAGE FRAME 11405 HAS A CRACKED CLIP AT STRINGER 32. FABRICATED REPAIR CLIP ETCHED, ALODINED, PRIMED AND INSTALLED IAW FOKKER SRM 53-02-13, PAGE 4 FIGURE 2.									
5320 QXEA	477AU 11226	FOKKER F28MK4000				CLIP	CRACKED FRAME 13815	3/21/98	QXEA9800497
PASSENGER CABIN FUSELAGE FRAME 13815A HAS A CRACKED CLIP AT STRINGER 46. INSTALLED SOLID RIVETS IAW FOKKER SRM 51-31-01.									
5320 QXEA	477AU 11226	FOKKER F28MK4000				CLIP	CRACKED FRAME 13815	3/20/98	QXEA9800498
PASSENGER CABIN FUSELAGE FRAME 13815 HAS A CRACKED CLIP AT STRINGER 43. COMPLIED WITH REPAIR AIW FOKKER 53-02-13, PAGE 6, FIGURE 2 AND FOKKER 51-31-01 FOR SOLID FASTENERS.									
5320 QXEA	477AU 11226	FOKKER F28MK4000				CASTELLATION	CRACKED FRAME 9305	3/21/98	QXEA9800500
PASSENGER FUSELAGE FRAME 9305 HAS A CRACKED CASTELLATION AT STRINGER 47. INSTALLED REPAIR CLIP AIW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2 AND MM 53-10-05, PAGE 601.									
5320 QXEA	477AU 11226	FOKKER F28MK4000				CASTELLATION	CRACKED FRAME 9305	3/21/98	QXEA9800501
PASSENGER FUSELAGE FRAME 9305 HAS A CRACKED CASTELLATION AT STRINGER 45. INSTALLED REPAIR CLIP IAW FOKKER SRM 53-02-123, PAGE 4, FIGURE 2.									
5320 QXEA	477AU 11226	FOKKER F28MK4000				CASTELLATION	CRACKED FRAME 8805	3/21/98	QXEA9800502
PASSENGER CABIN FUSELAGE FRAME 8805 HAS A CRACKED CASTELLATION AT STRINGER 48. INSTALLED REPAIR CLIP IAW FOKKER SRM 53-02-13, PAGE 4, FIG 2.									
5320 QXEA	477AU 11226	FOKKER F28MK4000				CASTELLATION	CRACKED FRAME 6305	3/21/98	QXEA9800503
PASSENGER CABIN FUSELAGE FRAME 6305 HAS A CRACKED CASTELLATION AT STRINGER 39. MANUFACTURED AND INSTALLED REPAIR CLIP IAW FOKKER SRM 53-02-13, PAGE 4, FIGURE 2.									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5320 QXEA	477AU 11226	FOKKER F28MK4000				CLIP	CRACKED FRAME 12405		3/20/98 QXEA9800491
PASSENGER CABIN FUSELAGE FRAME 12405 HAS A CRACKED CLIP AT STRINGER 31. INSTALLED REPAIR CLIP AIW FOKKER SRM 53-02-13, FIGURE 2 PAGE 4.									
5320 QXEA	488US 11240	FOKKER F28MK4000				CLIP	CRACKED FRAME 10346		2/24/98 QXEA9800478
CLIP CRACKED AT AFT SIDE OF FRAME 10346 STRINGER 43. REPAIRED IAW FOKKER SRM 51-31-01.									
5320 QXEA	488US 11240	FOKKER F28MK4000				CLIP	CRACKED FRAME 15205		3/3/98 QXEA9800473
THERE WAS A CRACK AND LIGHT SURFACE CORROSION AT STRINGER 1 FRAME 15205 ON CASTELLATION (CLIP). REPAIRED CRACK AND REMOVED CORROSION IAW FOKKER SRM 53-02-13.									
5320 QXEA	488US 11240	FOKKER F28MK4000				CLIP	CRACKED FRAME 10346		3/2/98 QXEA9800476
CLIP CRACKED AT FRAME 10346 BETWEEN STRINGER 36 AND 37. REPAIRED IAW FOKKER SRM 53-02-13 FIGURE 2 AND FOKKER SRM 51-31-01.									
5320 QXEA	488US 11240	FOKKER F28MK4000				CLIP	CRACKED FRAME 17565		3/15/98 QXEA9800482
FLANGE CRACKED ON FRAME CLIP THROUGH STOP DRILL AT FRAME 17565 STRINGER 23. INSTALLED SOLID RIVETS IAW FOKKER SRM 51-31-01.									
5320 QXEA	488US 11240	FOKKER F28MK4000				RIVETS	MISSING FUSELAGE		3/2/98 QXEA9800474
REWORK OF CLIP REPAIR REQUIRES RIVETS INSTALL INTO CLIP REPAIR. INSTALLED THREE MISSING RIVETS IAW FOKKER SRM 51-31-01.									
5320 QXEA	488US 11240	FOKKER F28MK4000				CLIP	CRACKED FRAME 17565		3/15/98 QXEA9800484
FLANGE CRACKED ON FRAME CLIP THROUGH STOP DRILL AT FRAME 17565 STRINGER 25. INSTALLED SOLID RIVETS IAW SRM 51-31-01.									
5320 QXEA	488US 11240	FOKKER F28MK4000				CLIP	CRACKED FRAME 10346		2/24/98 QXEA9800477
CLIP CRACKED ON AFT SIDE OF FRAME 10346 AT STRINGER 443. INSTALLED REPAIR IAW FOKKER SRM 51-31-01.									
5320 QXEA	488US 11240	FOKKER F28MK4000				CLIP	CRACKED FRAME 17565		3/15/98 QXEA9800483
FLANGE CRACKED ON FRAME CLIP THROUGH STOP DRILL, AT FRAME 17565 STRINGER 24. INSTALLED SOLID RIVETS IAW FOKKER SRM 51-31-01.									
5347 QXEA	488US 11240	FOKKER F28MK4000				SEAT TRACK	CORRODED FRAME 4610		3/4/98 QXEA9800475
CORROSION ON RIGHTHAND INBOARD SEAT TRACK AT FRAME 4610 APPROXIMATELY 5 INCH LENGTH. REMOVED AND REPLACED SEAT TRACK PER FOKKER SRM 51-31-01.									
5755 QXEA	488US 11240	FOKKER F28MK4000				LINK	WORN LT SPEED BRAKE		3/5/98 QXEA9800480
BORE FOR LOWER BUSHING IN LEFTHAND SPEED BRAKE SUPPORT LINK IS WORN OVERSIZE. BUSHING IS ALSO WORN OVERSIZE AND REQUIRES REPLACEMENT. REPAIRED LOWER BUSHING BORE IAW HORIZON AIR EA 4-27-29, STEP 1 AND 3.									
5755 QXEA	488US 11240	FOKKER F28MK4000				LINK	WORN LT SPEED BRAKE		3/5/98 QXEA9800481
BORE FOR UPPER BUSHING IN LEFTHAND SPEED BRAKE SUPPORT LINK IS STEP-WORN AND WILL REQUIRE REPAIR TO RE-BUSH. BUSHING IS ALSO WORN OVERSIZE. REPAIRED UPPER BUSHING BORE IAW HORIZON AIR EA 4-27-29, STEP 1 AND 3.									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5510	1621	ISRAEL				HINGE FITTING	CRACKED	8364	4/6/98
GQFG	275	1124				453005509	AFT SPAR SPLICE		98ZZZX1489
INSPECTION FOUND CRACKS IN HORIZONTAL STABILIZER AFT SPAR SPLICE HINGE FITTING. TAT: 8,363.6 HOURS. LANDINGS: 5,993.									
2150	332UE	JETAIR				ACM	FAILURE		3/10/98
VTZA	41100	JETSTM4101				1718D000	AFT FUSELAGE		VTZA98126
FLT 6392 - IAD-BOS - DURING TAXI, AIRCRAFT RETURNED TO GATE DUE TO DUCT OVERTEMP WARNING LIGHT ILLUMINATED. MAINTENANCE INSPECTED AND OPENED DMI 46505, MEL 21-1 ON RT PACK. MAINTENANCE CLOSED DMI 46505 ON 3-14-98 BY REMOVING AND REPLACING RT ACM. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3060	305UE	JETAIR				HEAT LIGHT	ILLUMINATED		3/21/98
VTZA	41019	JETSTM4101					LT PROP		VTZA98141
FLT 6278 - IAD-EWR - DURING CRUISE, AIRCRAFT MADE A UNSCHEDULED LANDING AT IAD DUE TO LEFT PROP HEAT WARNING LIGHT ILLUMINATED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE PERFORMED FUNCTIONAL AND OPERATIONAL CHECKS OF LEFT ENGINE PROP HEAT SYSTEM AND COULD NOT DUPLICATE PROBLEM, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3425	325UE	JETAIR				SYMBOL GENERATOR	FAILED		3/19/98
VTZA	41063	JETSTM4101				7011672112	E/E COMPT		VTZA98138
FLT 6236 - BOS-BWI - DURING CRUISE, AIRCRAFT MADE AN UNSCHEDULED LANDING DUE TO FO'S EFIS SCREENS WENT BLANK. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED SYMBOL GENERATOR, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
2150	790DL	LKHEED				PACK	SMOKING		4/8/98
DALA	193A1143	10113851					NR 2		DLL13980776
FLIGHT ATTENDANT NOTIFIED CREW OF LIGHT SMOKE IN CABIN. CHECKLIST FOLLOWED AND ISOLATED NR 2 A/C PACK. SMOKE CLEARED. DRAINED AND REFILLED ACM. REPLACED WATER SEPARATOR BAG, INSPECTED ENGINE AND ALL CHECKS NORMAL.									
3350	784DA	LKHEED				POWER SUPPLY	INOPERATIVE		4/12/98
DALA	193A1038	10113851			5165741	5165741	CABIN		DLL13980792
L1 DOOR EMERGENCY LIGHTS INOP. REPLACED POWER SUPPLY.									
3350	727DA	LKHEED				BULB	FAILED		4/7/98
DALA	193C1167	10113851				305	R3 DOOR		DLL10980769
R3 SLIDE LGT INOP. RELAMPED, CK'S GOOD.									
3350	764DA	LKHEED				BULB	FAILED		4/7/98
DALA	193H1202	10113853			305		EXTERIOR		DLL19980770
2L EXTERIOR EMERGENCY EXIT LIGHT INOP. RELAMPED, OPS OK.									
5210	1739D	LKHEED				COUNTERBALACE	FAILED TEST		4/6/98
DALA	193C1237	1011385115				1282T10019	PAX DOOR		DLL14980745
L3 DOOR FAILED EMERGENCY TIMED TEST WITH INSIDE HANDLE REF R/C 923 OPN 68116. REPLACING DOOR COUNTERBALNCE ASSY CO (P/N 527001348).									
5330	736DY	LKHEED				SKIN	CRACKED		4/8/98
DALA	193C1227	1011385115					BS 912		DLL14980783
THE FUSELAGE SKIN AT FS 912 BETWEEN STRINGERS 32 AND 33 WAS FOUND WITH A 2 INCH LONG CRACK DUE TO CORROSION. AN EXISTING SKIN DOUBLER REPAIR WAS ADJACENT TO THE DAMAGE. THE CRACK WAS CUTOUT AND AN EXTERNAL DOUBLER WAS INSTALLED TO REPAIR THE CUTOUT AND TO TIE-IN TO THE EXISTING REPAIR. THE REPAIR WAS ACCOMPLISHED PER ER/A 364475-14, REV A AND IS TIME- LIMITED.									

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7260 DALA	720DA 193C1136	LKHEED 10113851	RROYCE RB21122B02			GEARBOX RB21122B02	FAILED NR 1 ENGINE	38963	4/5/98 DLL10980740
BEGINNING DESCENT, -A- SYSTEM PRESSURE 0, QUANTITY REMAINED. IDG LOW OIL PRESSURE LIGHT ON, GEN DISCONNECTED. DISCONNECTED IDG. ON APPROACH NR 1 OIL QTY DROPPED, QTY BELOW 10. NR 1 ENG SHUTDOWN. AT GATE NR 1 ENG OIL QTY 0. REPLACED NR 1 ENG MAIN GEARBOX ON ROUTINE CHECK. PERFORMED TESTS 1-3-9-16 PER PFHB, ALL TEST OK.									
3350 RAAA	9744C 188C1140	LKHEED 188C			INTVLV 873100212	BATTERY PACK 8621014	DISCHARGED CABIN		4/8/98 RAAA98E4010
AFT RT EMERGENCY EXIT EGRESS IDENTIFIER LIGHT FAILED SERVICE CHECK. CHANGED BATTERY PACK DUE DISCHARGED.									
5280 JIKA	45004 318052163	PIPER PA31350				HINGE 4752932	FAILED LT INB GR DOOR		3/1/98 98ZZZX1453
LEFT MAIN GEAR INBOARD DOOR FORWARD HINGE WAS FOUND BROKEN. SUBMITTER STATED THIS IS THE 8TH FOUND IN RECENT HISTORY. THIS HINGE IS THE 'NEW STYLE' SPECIFIED IN AD 80-26-05. THIS HINGE NEEDS TO BE RE-DESIGNED TO PREVENT THIS TYPE OF CRACKING, AND POSSIBLE GEAR FOULING.									
2611 WWMA	352SB 340B352	SAAB 340B				SMOKE DETECTOR 72111211000A	DIRTY LAVATORY		4/11/98 WWMA9800071
LAV SMOKE CWP LIGHT CAME ON FOR 5 MIN IN FLIGHT. FOLLOWED QRH PROCEDURES. CLEANED LAV SMOKE DETECTOR.									
2910 MALA	107XJ 340A107	SAAB SF340A				CAUTION LIGHT	ILLUMINATED HYD SYST		4/8/98 MALA976079
ON DESCENT INTO MSP WHEN LOWERING GEAR, THE HYDRAULIC CAUTION LIGHT ILLUMINATED AND NOSE GEAR LIGHT WAS THE ONLY ONE TO ILLUMINATE. HYDRAULIC PUMP WAS SELECTED OFF AND REFERENCE THE QRH, SELECTED OVERRIDE AND EVERYTHING WAS NORMAL. AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENACE PULLED AND RESET AUTO PUMP CIRCUIT BREAKER. AUTO PUMP CONTROL SYSTEM, OPS CHECK GOOD.									
3233 REXA	363PX 340B260	SAAB 340B				BOLT AIR134736	FAILED LT MLG ACT		3/17/98 REXA98073
UPON LANDING GEAR RETRACTION GOT A GEAR HANDLE LIGHT AND THE HYDRAULIC PUMP KEPT RUNNING. PUT LANDING GEAR BACK DOWN, AND THE LEFT HAND MAIN WOULD NOT LOCK DOWN. RAN EMERGENCY CHECKLIST, PULLED T-HANDLE WITH NO CHANGE. LANDED WITH NO FURTHER INCIDENT. REMOVED AND REPLACED MAIN LANDING GEAR RETRACT ACTUATOR BRACKET RETAINING BOLT. OPS CHECK GOOD. (M)									
3260 MALA	426XJ 426	SAAB 340B				CONNECTOR	LOOSE LT MLG IND		4/2/98 MALA976087
INBOUND TO DTW PUT GEAR DOWN, NO LEFT HAND LANDING GEAR INDICATION. MAINTENANCE RESECURED LOOSE CANNON PLUG IN LEFT GEAR WHEEL WELL. ALL INDICATIONS GOOD AT THIS TIME.									
3350 MALA	423XJ 423	SAAB 340B				CONNECTOR	FAILED CABIN		4/5/98 MALA976082
DURING INSPECTION, EMERGENCY LIGHT INOP AT 6A. MAINTENANCE RESECURED LIGHT STRIP CONNECTOR. OPS CHECK GOOD.									
3350 MALA	430XJ 430	SAAB 340B				BULB MS1557081	FAILED FUSELAGE		4/6/98 MALA976085
DURING INSPECTION, THE LEFT EXTERNAL EMERGENCY LIGHT INOP. MAINTENANCE RELAMPED. OPS CHECK GOOD.									
3350 MALA	31XJ 031	SAAB SF340A				BULB AML9ILA85	FAILED CABIN		4/8/98 MALA976080
DURING INSPECTION, THE EMERGENCY BUTTON ON FLIGHT ATTENDANTS PANEL INOP. MAINTNENANCE RELAMPED. OPS CHECK GOOD.									
3350 MALA	99XJ 099	SAAB SF340A				BULB 3071BPEGPL	FAILED CABIN		4/3/98 MALA976083
DURING INSPECTION, 6D EXIT LIGHT INOP. MAINTENANCE RELAMPED. OPS CHECK GOOD.									

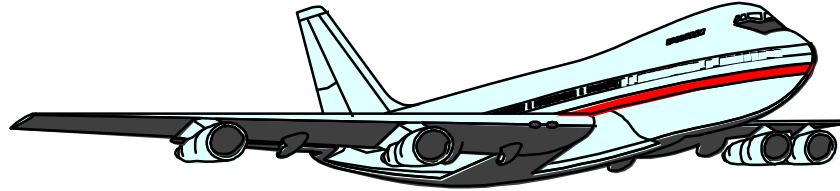
***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

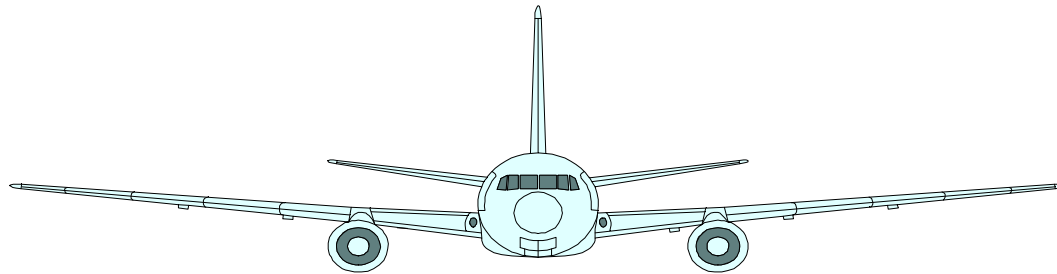
4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3350 MALA	114XJ 340A114	SAAB SF340A				BULB 60207	FAILED CABIN		4/5/98 MALA976081
DURING INSPECTION, EMERGENCY EXIT LIGHT 1D INOP. MAINTENANCE RELAMPED. OPS CHECK GOOD.									
3442 REXA	367PX 340B271	SAAB 340B				ANTENNA 6222504001	FAILED RADAR		3/19/98 REXA98074
WEATHER RADAR POINTS ECHOES ON OPPOSITE SIDE OF DISPLAY KNOWN. ECHOES TO RIGHT OF AIRCRAFT PAINT ON LEFT SIDE OF DISPLAY. REMOVED AND REPLACED THE WEATHER RADAR ANTENNA. (M)									
3610 REXA	403BH 340A060	SAAB SF340A				CLAMP	FAILED LT ENGINE		3/23/98 REXA98076
***** LEFT ENGINE LOST TORQUE AFTER TAKEOFF TEMP WENT TO 915 DEGREES. LEFT ENGINE SHUT DOWN AND RETURNED TO MEM. FOUND LEFT ENGINE HIGH PRESSURE BLEED PIPE CLAMP BOLT SHEARERD. REMOVED AND REPLACED CLAMP AND PERFORMED ENGINE. RUNS HELD AT 60, 70, 80, 90, 100 PERCENT. ALL GROUND RUNS OP CHECKED GOOD. (M)									
5347 MALA	98XJ 098	SAAB SF340A				SEAT TRACK 7553799387	CORRODED CABIN		4/5/98 MALA976088
DURING HEAVY CHECK, CENTER SEAT TRACK BETWEEN STA 297-378 CORRODED BEYOND LIMITS. MAINTENANCE REMOVED AND REPLACED DAMAGED SEAT TRACK BETWEE STA 297-378 IAW SAAB 340 SRM 53-70-60.									
7200 WWMA	286AE 340B286	SAAB 340B				ENGINE	FIRE NR 2		4/10/98 WWMA9800070
DURING START OF NR 2 ENGINE, THE RAMPER OBSERVED FLAMES COMING FROM THE ENGINE TAILPIPE. START WAS ABORTED AND FIRE HANDLE WAS PULLED. RIGHT ENGINE FIRE BOTTLE WAS REPLACED AND SYSTEM CHECKED.									
7200 WWMA	320AE 340B320	SAAB 340B				ENGINE	SMOKING RIGHT		4/8/98 WWMA9800069
AIRCRAFT RETURNED TO THE GATE DUE TO REPORTS FROM RAMP PERSONEL OF SMOKE COMING FROM THE RIGHT ENGINE COWLING. MAINTENANCE INSPECTED THE RIGHT ENGINE, FOUND NO EVIDENCE OF SMOKE OR LEAKING FLUIDS. PERFORMED GROUND RUNS AND RELEASED THE AIRCRAFT FOR SERVICE WITH NO FURTHER PROBLEMS.									

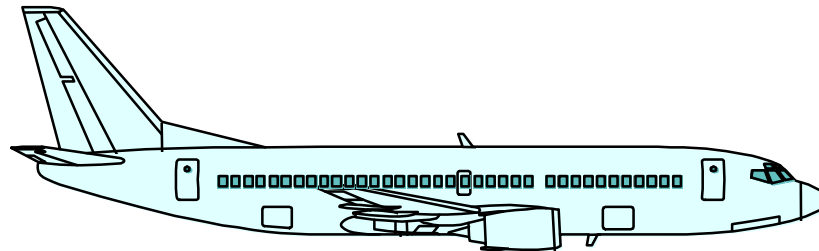
(End of DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY)



INTERNATIONAL



SERVICE DIFFICULTY REPORT



INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY**4/12/98 - 4/18/98 ISSUE: 98-16 ZAC-326**

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7230			LYC ALF502R5		230006401	HOUSING 230006401	BURNT CT MODULE		4/16/97 CA970423025
(CAN) ENGINE OIL VERY DARK IN COLOR, FAILED TAN CHECK, 4/5 BEARING HEAVY COKING, CT MODULE REPLACED.									
7230			GE CF343A			BLADES	BENT LT ENG COMP		1/28/97 CA970204003
(CAN) AFTER TAKEOFF AT APPROX 8,000 FEET AND 250 KNOTS, A VIBRATION WAS FELT. LEFT N1 ENGINE VIBRATION HIGHER THAN RIGHT ENGINE. VIBRATION CHANGED WITH LEFT THROTTLE MANIPULATOR. N1 VIBRATION IN AMBER RANGE ON FINAL APPROACH. FOUND LEFT HAND ENGINE THREE INLET FAN BLADES BENT. CHANGED FOUR PAIRS OF FAN BLADES ON NR 1 ENGINE. GROUND RUN CARRIED OUT AND CHECKED SERVICEABLE.									
7230			LYC ALF502R5			SEAL 230318704	FAILED NR 1		4/8/97 CA970423023
(CAN) NR 1 SEAL LEAKING ON THE COMPRESSOR SECTION, REPLACED.									
7230			GE CF680C2B2			COMPRESSOR	FAILED ENGINE	25653 11068	9/5/97 CA970922001
(CAN) NR 1 ENG FAILED DURING TAKEOFF ROLL AT APPROACH AT APPROX 20 KNOTS. COMPRESSOR FAILED AND CAUSED DAMAGE TO THE REVERSER HALVES, FAN COWL, INBD AILERON AND FUSELAGE. AILERON HAS TWO SMALL HOLES AND FUSELAGE HAS ONE HOLE 1.5 INCHES IN DIAMETER. REPAIRED. PART TC: 4,744.									
7240			LYC ALF502R5			COMBUSTION LINER 213111059	CRACKED ENGINE		9/12/97 CA970923012
*****	(CAN) REMOVAL OF COMBUSTION TURBINE MODULE REVEALED TOTAL 360 DEG SEPARATION OF INNER LINER AT THE SPOT WELD LINE AT HEADER MARRY-UP POINT. INNER LINER REMAINED SECURED TO 1ST NOZZLE ATTACH LIP WHEN OUTER LINER AND HEADER REMOVED WITH NOZZLE. NO CHANGE IN ENG PERFORMANCE HAD BEEN REPORTED.								
7250			LYC ALF502R5		200381012	ROTOR 2121051R35	FAILED 1ST TURBINE	21542	2/5/97 CA970226070
*****	(CAN) PILOT REPORTED NR 3 ENGINE FAILED ON TAKEOFF. DURING SPOOL UP AND PRIOR TO N1, A LOUD BANG WAS HEARD AND THE NR 3 ENGINE PARAMETERS WENT TO ZERO. STRIP DOWN FOUND 1ST STAGE TURBINE ROTOR HAD FAILED, POSSIBLY A BLADE FAILURE, CAUSING A COMPLETE FAILURE OF COMBUSTOR SECTION. INVESTIGATION BEING CARRIED OUT. PART TC: 27,857.								
7250			ALLSN 250C20B			RETAINING RING 6726656244	DETACHED NR 5 BEARING		7/30/96 CA960813007
*****	(CAN) MAG PLUG LIGHT ON ENGINE NR 2. FOUND METAL ON BOTH PLUGS AND ON DISASSEMBLY FOUND THE RETAINING RING AND THE FLAT WASHER WHICH HOLD THE NR 5 BEARING OUTER RACE, RESTING IN THE BEARING BORE AREA. IT WAS UNDETERMINED HOW THE RING CAME OUT OF ITS GROOVE OR WHETHER IT WAS INSTALLED PROPERLY TO BEGIN WITH. THE POWER TURBINE WAS FREE TO MOVE AXIALLY AS THE NR 5 BEARING IS THE THRUST BEARING IN THIS CASE.								
7260			GE CF7002D2		GE CF7002D2	SEAL R1309P140	DAMAGED START/GEN DRIVE	1	5/27/98 CA970530001
(CAN) ON PRIOR INCIDENT, THE AXIS C REAR SEAL ASSY WAS REPLACED. ON SECOND LEG OF NEXT FLIGHT, NR 2 ENG HAD TO BE SHUT DOWN, PREVIOUS SEAL HAD BEEN DAMAGED. NEW SEALS INSTALLED. PART TC: 2.									
7261			GE CF343A1		GE 71100011	OIL SYSTEM 807194	FAILED ENGINE		9/24/97 CA971016013
(CAN) IN CRUISE AT FL 290 TRIPLE CHIME ENG OIL ENGINE LIGHT ON INSTRUMENT CREW ALERTING SYSTEM, LIGHT ON ENG OIL PRESSURE LOW AT 30-34 PSI, AND FLUCTUATING ENG MONITORED, QUICK REFERENCE HANDBOOK DRILL CARRIED OUT, AND FLIGHT DIVERTED. AFTER LANDING ENGINE SHUT DOWN. ENGINE CHANGED.									

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7500			GE CF7002D2			DUCT FA1986	PUNCTURE FR 33, SEPARATOR	18330	9/15/97 CA971003004
(CAN) UNABLE TO MAINTAIN CABIN PRESSURIZATION WHEN ENGINE POWER SETTINGS REDUCED. MAINTENANCE INVESTIGATION REVEALED DUCT CONNECTING WATER SEPARATOR TO FRAME 33 WAS DAMAGED. DUCT REPLACED.									
7920			LYC AEIO360A1B6		MORAVAN L24271000400	NUT CSN02140324	CORRODED SLUDGE VALVE		9/15/97 CA970918002
(CAN) WHILE INVESTIGATING A LEAKING SLUDGE VALVE, FOUND A PORTION OF THE NUT SECURING THE SEAL ASSEMBLY WAS CORRODED AWAY. THE NUT HAD PREVIOUSLY BEEN INSPECTED PER MANUFACTURER'S S/B 242L/25A.									
7920			LYC AEIO360A1B6		MORAVAN L24271000400	NUT CSN02140324	CORRODED SLUDGE VALVE		9/16/97 CA970918004
(CAN) AFTER FINDING A CORRODED NUT ON ANOTHER AIRCRAFT SLUDGE VALVE, A FLEET INSPECTION WAS CONDUCTED AND FOUND A SECOND OFFENDING NUT. THE NUT WAS CORRODED APPROX 50 PERCENT AROUND THE OUTER EDGE.									
5101		AIRBUS A320211				FUSELAGE	LOUD BANG		3/9/98 CA980317032
(CAN) A/C EXPERIENCED A LOUD BANG AND SHUDDER DURING CLIMB IN CLEAN AIR AND CLEAN CONFIGURATION. AFTER RETURN TO BLOCKS, A/C INSPECTED FOR BIRD STRIKE AND INSPECTION OF AIR CONDITIONING PACKS AND BORESCOPE CHECK OF ENGINES CARRIED OUT. NO DEFECTS FOUND. AIRCRAFT TT: 20,608 HOURS.									
7160		AMD FALCON10	GARRTT TFE7312		GRUMAN F10A5B10201	ENG INLET F10A5B10201111	FAILED LT ENG	159	9/18/97 CA970930021
(CAN) A PIECE OF THE ENG INLET FROM THE 9 O'CLOCK POSITION BROKE OFF AND WAS INGESTED INTO THE ENGINE. A/C REQUIRED TO MAKE UNSCHEDULED LANDING. INVESTIGATION REVEALED DAMAGE TO FAN AREA, FOUND PIECE OF METAL WEDGED IN STATOR VANES. SEVEN FAN BLADES REPLACED AND BORESCOPE CHECKED CARRIED OUT. THE LT ENG INLET HAS BEEN REPLACED 4 TIMES IN THE LAST 4 YEARS. PART TC: 161.									
4930		AMD FALCON200			SUNDSTRANDEM T62T40C3	FUEL MANIFOLD 100644200	CRACKED APU		9/29/96 CA970106004
(CAN) CRACK DEVELOPED IN FUEL MANIFOLD WHILE APU OPERATING. FUEL COLLECTED IN TAIL CONE AND FIRE STARTED. IGNITION SOURCE UNKNOWN. APU EXTINGUISHER FIRED AND APU SHUT DOWN. PORTABLE EXTINGUISHER ALSO USED. SUNDSTRAND OPTIONAL SB T-62T-49-113 INSTALLS A FATIGUE RESISTANT FUEL MANIFOLD.									
7830		AMD FALCON200	GARRTT ATF36A4			ROD ASSEMBLY 0330132	DISCONNECTED RH THRUST REVRSR		5/6/96 CA960514001
(CAN) PILOTS REPORTED RT THRUST REVERSER TRANSIT LIGHT SLOW TO EXTINGUISH DURING STOW CYCLE. HAD TO CYCLE A FEW TIMES BEFORE LIGHT WOULD EXTINGUISH. INSPECTION PANELS REMOVED AND FOUND INBOARD LOWER END OF SCREWJACK TRANSMISSION ROD ASSY WAS NOT IN SAFETY AND BECAME DISCONNECTED. SECURING BOLT WAS INSTALLED IN YOKE AND TAB WASHER BENT OVER TO SECURE BOLT. THRUST REVERSER CHECK COMPLETED AND AIRCRAFT RETURNED TO SERVICE. THE AIRCRAFT HAD COMPLETED 222.5 HOURS SINCE LAST WORK PERFORMED IN THIS AREA.									
3418		AMD FALCON900				SENSOR 861CAU2	OUT OF ADJUST STALL WARNING SY		2/20/98 AU980286
(AUS) LT AND RT ANGLE OF ATTACK SENSORS OUT OF ADJUSTMENT. THIS DEFECT WAS RECEIVED FROM NR 34 SQUADRON RAAF AND IS FOR INFORMATION ONLY.									
3233		AMD FALCON20			MESSIER A123727M3	ACTUATOR A123727M3	LEAK NLG RETRACT	10735 3642	9/15/97 CA971010010
(CAN) AFTER DEPARTURE ON LAST LEG OF FLIGHT LANDING GEAR WOULD NOT RETRACT. FLEW WITH GEAR DOWN AND LOCKED. NLG RETRACT CYLINDER HAS INTERNAL LEAK. REPLACED TELESCOPIC ROD AND RETRACT CYLINDER. PART TC: 7,811.									
3460		AMD FALCON20	GE CF7002D2			FLIGHT COMPUTER 5223207003	FAILED NR 1		9/5/96 CA960916005
(CAN) AIRCRAFT CLIMBING THROUGH FL 180, THE AUTO-PILOT FLUTTERED AND DISCONNECTED. A NOTICEABLE BURNING ODOR WAS NOTICED IN THE CABIN. SMOKE WAS NOTED COMING FROM NR 1 FLIGHT COMPUTER. NR 1 FLIGHT COMPUTER FOUND BURNED INTERNALLY. UNIT REPLACED.									

***** DENOTES SIGNIFICANT OCCURRENCE

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3234		BAC 146100A			HTE	SEAL	WORN GEAR SELECTOR		3/6/98 AU980229
		(AUS) LANDING GEAR SELECTOR VALVE SEALS WORN.							
3411		BAC 146300A				PROBE	FOD PITOT/STATIC SYS		3/2/98 AU980237
		(AUS) PITOT PROBE BLOCKED BY WASP NEST.							
5270		BAC 146200A				SWITCH	OUT OF ADJUST DOOR WARNING SYS		3/5/98 AU980228
		(AUS) HYDRAULIC BAY DOOR WARNING MICROSWITCH OUT OF ADJUSTMENT.							
2810		BAG BAE146200A				SWITCH 9001EN6	SHORTED REFUEL PANEL		3/19/98 CA980330025
		(CAN) DURING REFUELING OPERATION, REFUELER COULD NOT PRESSURE REFUEL. CIRCUIT BREAKER E1 QUANTITY AUX POWER WAS TRIPPED. BREAKER RESET AND WHEN REFUEL DOOR PANEL SWITCH WAS ACTIVATED SPARKS AND SMOKE CAME FROM WIRING AT POINT IT ENTERED SWITCH.							
3230		BAG JETSTM3107				VALVE	FAULTY GEAR RETRACT		2/18/98 AU980305
		(AUS) LANDING GEAR EMERGENCY BYPASS VALVE BUTTON POPPED.							
3260		BAG JETSTM3107				SWITCH	OUT OF ADJUST NLG		2/11/98 AU980207
		(AUS) NOSE LANDING GEAR MICROSWITCH OUT OF ADJUSTMENT.							
3260		BEECH A100				SWITCH 1CH25	OUT OF ADJUST NLG		2/17/97 CA970226059
		(CAN) WHEN GEAR SELECTED DOWN, NOSE GEAR DID NOT SHOW GREEN. EMERGENCY PROCEDURES GOT GREEN. AIRCRAFT LANDED OK. FOUND NOSE GEAR SWITCH REQUIRED ADJUSTMENT.							
3260		BEECH A100				SWITCH 1CH25	FAILED DOWN LOCK		2/20/97 CA970226062
		(CAN) ON DESCENT, NOSE GEAR DID NOT INDICATE GREEN. GEAR SWUNG THREE OR FOUR TIMES, NO GO. FLY-BY CONFIRMED GEAR DOWN. AIRCRAFT LANDED OK. NOSE DOWN LOCK SWITCH REPLACED AS NO PROBLEM COULD BE FOUND, AND SWITCH HAD BEEN A PROBLEM A FEW DAYS EARLIER.							
5610		BEECH A100				WINDSHIELD 9031001P	CRACKED PILOT	2826	2/19/97 CA970226061
		(CAN) WINDSHIELD CRACKED DURING CRUISE. PART TT: 17,086 HOURS.							
3260		BEECH 1900C	PWA PT6A65B			BULB	FAILED LT GEAR POS		3/13/98 AU980312
		(AUS) LT MAIN LANDING GEAR INDICATOR BULB BLOWN.							
2121		BEECH 200BEECH			10138444761	BLOWER FAN 10138444761	FAILED INTERNAL	3102	4/28/97 CA970508012
		(CAN) FLIGHT CREW REPORTED INADEQUATE AIRFLOW IN COCKPIT AREA. AIR CONDITIONER THEN SHUT DOWN DUE TO LACK OF AIRFLOW OVER THE EVAPORATOR COIL. MAINTENANCE FOUND THE BRUSHES OF THE BLOWER FAN WORN EXCESSIVELY.							

***** DENOTES SIGNIFICANT OCCURRENCE

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2915		BEECH 200BEECH	PWA PT6A41		MS28893C6	VALVE MS28893C6	FAILED HYD PRESS RELIEF	3115	1/31/97 CA970523002
(CAN) HYDRAULIC PUMP WAS OBSERVED TO BE RUNNING CONTINUOUSLY WHILE TAXIING. HYDRAULIC PUMP BREAKER PULLED AND THE AIRCRAFT RETURNED TO THE HANGAR AND PUT ON JACKS. HYDRAULIC RELIEF VALVE WAS FOUND TO GO INTO BYPASS AT LESS THAN 1200 PSI, RATING SHOULD ALLOW FOR 2250 PSI. NEW VALVE INSTALLED.									
3230		BEECH 200BEECH			ITT 1225P363	PRESSURE SWITCH 1225P363	FAILED NLG	1618	1/9/97 CA970523001
(CAN) NOSE GEAR DOWNLOCK BROKE WHEN UNDERCARRIAGE SELECTED UP. MAINTENANCE LATER TRACED THE FAULT TO A FAULTY PRESSURE SWITCH DURING GEAR CYCLING ON JACKS.									
3230		BEECH 200BEECH				MOTOR 1153800025	WORN GEAR	3815	4/28/97 CA970508013
(CAN) MAINTENANCE FOUND THE MOTOR TO BE LABORING WHILE TRYING TO BUILD UP PRESSURE. FOUND THE BRUSHES TO BE WORN.									
3234		BEECH 200BEECH	PWA PT6A41			SELECTOR VALVE 25400	FAILED MLG	84	3/11/97 CA970523004
(CAN) GEAR WOULD NOT DROP WHEN SELECTED. GEAR DROPPED WITH EMERGENCY PROCEDURE. WITH AIRCRAFT ON JACKS, THE GEAR WOULD CYCLE UP, BUT HYDRAULIC PRESSURE HAD TO BE RELEASED MANUALLY TO GET THE GEAR TO DROP. POWER WAS FOUND GOING INTO THE VALVE BUT WAS NOT SHIFTING TO THE DOWN PORTS. VALVE REPLACED.									
3260		BEECH 200BEECH				SQUAT SWITCH 44EN496	INTERMITTENT RT MLG	6192	1/30/97 CA970508011
(CAN) CREW OBSERVED THE ANTI-RETRACTION HOOK ON THE GEAR HANDLE WOULD NOT RETRACT AFTER TAKEOFF. INSPECTION FOUND THE RIGHT HAND SQUAT SWITCH INTERMITTENT. SWITCH REPLACED.									
3260		BEECH 200BEECH				SWITCH 1003810061	FAILED RT MLG UPLOCK	6536	5/21/97 CA970527006
(CAN) PILOTS REPORTED THE LANDING GEAR HANDLE LIGHTS REMAIN ON IN THE UP POSITION. INVESTIGATION FOUND A DEFECTIVE RIGHT LANDING GEAR UPLOCK SWITCH. A CONTINUITY CHECK FOUND HIGH RESISTANCE. SWITCH REPLACED.									
2520		BEECH 65A90			BEECH 5053448627	RIVNUT NAS1329C4K80	LOOSE SEAT FRAME		3/26/98 CA971024004
(CAN) DURING ROUTINE INSPECTION AND IN A CCW CAMPAIGN NOTICE 651-006, INSPECTION OF CABIN SEAT FOUND LOOSE RIVNUTS. SEAT REPAIRED.									
3246		BEECH C90	PWA PT6A20A			WHEEL HALF 50300010105	CRACKED LT MLG		4/10/97 CA970430003
(CAN) HALF OF THE WHEEL ASSY OF THE LEFT HAND MAIN LANDING GEAR WHEEL BROKE DURING TAKEOFF. A TUBE IN THE TUBELESS TIRE PREVENTED AIR FROM ESCAPING THROUGH THE CRACK THAT HAD DEVELOPED. AIRCRAFT WAS IMPORTED AND THE SUBMITTER SPECULATES THE PREVIOUS OWNER CHANGED THE WHEELS AND TIRES.									
3340		BEECH 65A90	PWA PT6A20			WIRE SPLICE	BURNT LANDING LIGHT		10/27/97 CA971028011
(CAN) ELECTRICAL WIRING REAR OF LT AND RT WING LANDING LIGHTS FOUND BURNT DUE TO OVERHEATED SPLICE. KNIFE CONNECTORS WERE FOUND INSTALLED. THESE WERE REPLACED BY RAYCHEM ENVIROMENTAL PERMANENT SPLICE. FLEET WIDE INSPECTION TO BE CARRIED OUT.									
7602		BEECH 95B55	CONT IO470L			CABLE 5038901021	SEPARATED MIXTURE	13	11/18/97 CA971216043
(CAN) PILOT REPORTED LOSS OF MIXTURE CONTROL ON THE RIGHT ENGINE. INSPECTION FOUND THE MIXTURE CABLE HAD FAILED AT THE SWAGE OF THE ENGINE END OF THE CABLE. THIS IS THE THIRD FAILED CABLE ON THIS AIRCRAFT IN 85 HOURS OF OPERATION. CABLES FORWARDED TO MANUFACTURER FOR EVALUATION.									

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2740		BEECH 99				RELAY 6041H220	FAILED STAB MAIN TRIM		2/19/97 CA970226060
(CAN) MAIN TRIM NOT FUNCTIONING. AIRCRAFT LANDED OK. FOUND MAIN TRIM RELAY HAD FAILED.									
5720		BEECH 99				FITTING 501200743	CRACKED UPPER INBOARD	30227	2/15/97 CA970227005
(CAN) DURING REPAIR FOR WING BOLT COVER, VISUAL INDICATION SHOWED A SCRATCH. FURTHER INSPECTION FOUND A CRACK EXTENDING FROM THE BOLT HOLE COUNTER BORE. AIRCRAFT TT: 30,367 HOURS.									
5241		BOEING 727212			6556102	FRAME 65561502	CRACKED GALLEY DOOR		3/20/98 CA980331014
(CAN) RIGHT FORWARD GALLEY DOOR FRAME CRACKED AT TOP CORNER APPROX 6 INCHES LONG. DOOR REPLACED.									
5310		BOEING 7272J4	PWA JT8D17			STRUCTURE	CORRODED FUSELAGE		1/23/98 AU980263
(AUS) AIRCRAFT STRUCTURE CORRODED.									
5310		BOEING 72777C	PWA JT8D15			STRUCTURE	CORRODED FUSELAGE		1/15/98 AU980264
(AUS) AIRCRAFT STRUCTURE CORRODED.									
2720		BOEING 737248C	PWA JT8D9A		SPERRY 2588880901	COUPLER 2588880901	MALFUNCTION YAW DAMPER	3/17/98 30914	CA971216031
*****	(CAN) IN CRUISE DURING LIGHT CHOP, AIRCRAFT BEGAN TO EXPERIENCE A 10 DEGREE DUTCH ROLL ACCOMPANIED BY YAW, GPS INPUT, YAW DAMPER AND AUTOPILOT CONTROL WERE DEACTIVATED IN ATTEMPT TO REDUCE THE CONDITION. YAW DAMPER WAS THEN RE-ACTIVATED AND THE CONDITION SUBSIDED. PRECAUTIONARY RUDDER PCU SLIDE CHECK CARRIED OUT, NO FAULT FOUND. YAW DAMPER COUPLER REPLACED. PART TC: 29,003.								
2751		BOEING 737296	PWA JT8D9A		1817381	TRANSMITTER 1817381	FAILED FLAP POSITION		3/17/98 CA971216021
(CAN) AIR TURN BACK TO BLOCKS DUE TO STICK SHAKER STALL WARNING AT TAKEOFF. REPLACED FLAP POSITION TRANSMITTER.									
2822		BOEING 7372A9C				FUEL PUMP 2580003	FAILED LT MAIN FWD		3/20/98 CA980331015
(CAN) EN ROUTE AT 22,000 FEET, THE LT MAIN FORWARD BOOST PUMP BREAKER TRIPPED. TEN MINUTES LATER, THE LT AFT BOOST PUMP TRIPPED THE CIRCUIT BREAKER. FLT CREW C/W CHECK LIST AND OPENED THE CROSSFEED VALVE. FIVE MINUTES LATER, THE RT MAIN AFT FUEL BOOST PUMP CIRCUIT BREAKER TRIPPED. CREW DECLARED AN EMERGENCY AND LANDED OK. FUEL SAMPLES DID NOT REVEAL ANY WATER. THREE FUEL PUMPS REPLACED.									
2822		BOEING 7372A9C				PUMP 2580005	FAILED NR 1 & 2 BOOST		3/20/98 CA980331025
(CAN) AIRCRAFT EN ROUTE AT 33,000 FEET. THE LT MAIN FUEL BOOST PUMP BREAKER TRIPPED. TEN MINUTES LATER THE LT AFT BOOST PUMP CIRCUIT BREAKER TRIPPED. CROSS-FEED SELECTED. FIVE MINUTES LATER, THE RT AFT PUMP CIRCUIT BREAKER TRIPPED. CREW DECLARED EMERGENCY AND LANDED. THE NR 1 FORWARD AND AFT AND THE NR 2 FWD AND AFT PUMPS REPLACED.									
3244		BOEING 737217	PWA JT8D17			TIRE	DETACHED NLG WHEEL RIM		3/17/98 CA971216022
(CAN) AIRCRAFT ARRIVED WITH LT NOSE WHEEL OFF RIM. REPLACED BOTH NOSE WHEELS.									
3250		BOEING 7374Q8				VALVE 65C268333	FAULTY NLG STEERING		3/6/98 AU980272
(AUS) NOSE WHEEL STEERING DEPRESSURIZATION VALVE FAULTY.									

***** DENOTES SIGNIFICANT OCCURRENCE

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3260		BOEING 737217			ELDEC 188915	SENSOR 188915	INTERMITTENT RT MLG		3/17/98 CA971216025
(CAN) AIRCRAFT RETURNED TO RAMP DUE TO RT MAIN GEAR UNSAFE LIGHT WOULD NOT EXTINGUISH. RT UPLOCK REPLACED.									
3510		BOEING 737217	PWA JT8D17A			FITTING	CRACKED OBS OXY PANEL		3/17/98 CA971216018
(CAN) SECOND OBSERVER OXYGEN CONTROL PANEL FITTING CRACKED. PANEL REPLACED.									
3810		BOEING 737376				COMPRESSOR 288231	OVERHEATED POTABLE WATER		2/23/98 AU980218
(AUS) POTABLE WATER COMPRESSOR OVERHEATED. SUSPECT COMPRESSOR WAS OPERATING CONTINUOUSLY AND DID NOT CUT OFF.									
5312		BOEING 73733A				CHORD	CRACKED FWD PRESS BLKHD		2/12/98 AU980268
(AUS) FORWARD PRESSURE BULKHEAD LT SIDE CHORD LOCATED AT WL 207 CRACKED. CRACK LENGTH 38.1MM (1.5 INCH). FOUND DURING VISUAL INSPECTION IAW ER B73-53-10-39C.									
5312		BOEING 73733A				WEB	CRACKED FWD PRESS BLKHD		2/11/98 AU980266
(AUS) FORWARD PRESSURE BULKHEAD WEB SKIN CRACKED IN EIGHT PLACES. FOUND DURING ULTRASONIC INSPECTION.									
5312		BOEING 73733A				WEB	CRACKED FWD PRESS BLKHD		1/21/98 AU980269
(AUS) FORWARD PRESSURE BULKHEAD WEB SKIN CONTAINED SIX CRACKS. FOUND DURING ULTRASONIC INSPECTION.									
5312		BOEING 737376				BULKHEAD 651630084	CRACKED BS 178		2/26/98 AU980271
(AUS) FORWARD PRESSURE BULKHEAD CRACKED AT BS 178. LT VERTICAL CHORD CRACKED IN TWO PLACES AND WEB CRACKED IN FIVE PLACES.									
5312		BOEING 737376				BULKHEAD 651630084	CRACKED FWD PRESSURE		2/18/98 AU980224
(AUS) FORWARD PRESSURE BULKHEAD WEB CRACKED IN SIX PLACES.									
5312		BOEING 737476				BULKHEAD 651630084	CRACKED FWD PRESS WL 207		3/10/98 AU980270
(AUS) FORWARD PRESSURE BULKHEAD AT WL 207 CRACKED IN LT CHORD. WEB ALSO CONTAINED THREE CRACKS.									
5320		BOEING 737376				POST 655507461	CRACKED COCKPIT C-D POST		2/25/98 AU980273
(AUS) COCKPIT WINDOW POST `C-D' LT GUSSET CRACKED. CRACK LENGTH 12.7MM (0.5 INCH).									
5347		BOEING 737376			SL23344A7	INSERT	SEPARATED FLT ATTEND SEAT		3/2/98 AU980249
(AUS) AFT FLIGHT ATTENDANT'S SEAT BULKHEAD ATTACHMENT INSERTS HAD PULLED OUT OF THE BULKHEAD.									
5414		BOEING 737376				FASTENER	MISSING LT PYLON ACCESS		1/5/98 AU980282
(AUS) LT PYLON AFT ACCESS FAIRING HAD NUMEROUS FASTENERS MISSING. SUSPECT INCORRECT TORQUE.									

***** DENOTES SIGNIFICANT OCCURRENCE

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5512		BOEING 737242C	PWA JT8D9A		65737824	PLATE 6575564508	CRACKED HORIZ STAB	53787	3/17/98 CA971216028
(CAN) TRAILING EDGE OF HORIZONTAL STABILIZER BEAM ASSY CRACKED ON FORWARD EDGE OF THE COVER PLATE ALONG THE RADIUS IN 4 LOCATIONS. THE LONGEST CRACK WAS APPROX 2 INCHES LONG. BEAM LENGTH IS 12 FEET. THE RADIUS SHOULD BE .25 INCH RADII AND WAS ONLY .10 INCH RADII ON MANUFACTURE. THE DEFECT OF PLATE (BEAM ASSY) IS ATTACHING POINT FOR LOWER HORIZ STAB ACCESS PANEL. REPLACED. PART TC: 46,379. AIRCRAFT TT: 50,989 HOURS.									
5610		BOEING 737376				RELEASE PIN 66193551	OUT OF ADJUST NR 2 RT COCKPIT		2/20/98 AU980219
(AUS) NR 2 RT COCKPIT WINDOW FAILED TO OPEN USING THE EXTERNAL EMERGENCY RELEASE HANDLE. SUSPECT INCORRECTLY ADJUSTED RELEASE MECHANISM.									
2822		BOEING 747475				IMPELLER 6072101	WORN BOOST PUMP		3/17/98 CA971216029
(CAN) OVERRIDE JETTISON PUMP IMPELLER SHROUD WORN FROM CONTACT WITH THEIR RESPECTIVE INLET CHECK VALVES. SHROUD HAD BEEN WORN DOWN ENOUGH TO CAUSE IMPELLER DAMAGE. ALSO, THE DISCHARGE CHECK VALVE WAS WORN INTO THE ATTACHED FUEL PIPES. ALL REPLACED.									
3244		BOEING 747233B	PWA JT9D7			TIRE 323000210	BLOWN MLG NR 10		3/17/98 CA971208008
(CAN) NR 10 TIRE BLEW ON LANDING. TIRE REPLACED.									
3251		BOEING 747338				ACTUATOR	FAILED STEERING UNIT		2/25/98 AU980244
(AUS) RT BODY LANDING GEAR OUTBOARD STEERING ACTUATOR AFT END FORK FITTING SEPARATED FROM ACTUATOR BODY.									
2781		BOEING 757236				TRANSMITTER 18196914	CRACKED LE SLAT		3/24/98 CA980331019
(CAN) AFTER TAKEOFF HAD TO RETURN DUE TO LEADING EDGE SLAT LOCKED BETWEEN UP AND NR 1 POSITION. LANDED OVERWEIGHT. OVERWEIGHT LANDING CHECK CARRIED OUT OK AND SLAT PDU POSITION REPLACED.									
2150		BOEING 767338				AIR CONDITIONING	FAILED LT & RT PACK		2/12/98 AU980208
(AUS) DOUBLE AIR CONDITIONING PACK FAILURE. LT PACK RETURNED TO NORMAL FOLLOWED BY RT PACK.									
2420		BOEING 767338				CABLE	CHAFED AC GENERATION SY		2/21/98 AU980235
(AUS) LT ENGINE MAIN GENERATOR FAILED DUE TO CHAFED CABLES. APU WAS STARTED BUT FAILED DUE TO FAULTY OIL QUANTITY PROBE.									
2530		BOEING 767233	PWA JT9D7R4D			OVEN 86010000	BURNT NR 3 GALLEY		3/17/98 CA971208010
(CAN) ON TAXI, CABIN CREW REPORTED SMOKE COMING FROM REAR GALLEY. UTILITY BUS SELECTED OFF. A/C TAXIED CLEAR OF RUNWAY AND ENGINES SHUT DOWN. NR 3 GALLEY INSPECTED AND OVEN REPLACED.									
2530		BOEING 767233				OVEN FAN	BURNT NR 3 AFT GALLEY		3/10/98 CA980402006
(CAN) SMOKE EMANATING FROM BEHIND OVEN NR 3 AFT GALLEY. FIRE EXTINGUISHER DIRECTED INTO AREA. GALLEY SBS PULLED. OVEN REPLACED.									
2530		BOEING 767233				HEATER PAD	SHORTED FWD GALLEY		2/21/98 CA980402011
(CAN) FLIGHT ATTENDANT RECEIVED AN ELECTRICAL SHOCK FROM A CONTROL SWITCH ON THE FORWARD GALLEY HEATER PAD. WARMER PAD AND LIGHT LENS REPLACED.									

***** DENOTES SIGNIFICANT OCCURRENCE

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2750		BOEING 767233			285T00495312	ELECT UNIT 285T0049127	INTERMITTENT LE FLAP		2/17/98 CA980402010
(CAN) LEADING EDGE FLAP DISAGREE MESSAGE DISPLAYED. NECESSARY TO DO GO-AROUND AND ALTERNATE EXTENSION USED PRIOR TO LANDING. REPLACED FLAP/SLAT ELECTRONIC UNIT. BITE CHECK AND SYSTEM OPERATION CARRIED OUT SERVICEABLE.									
2435		BRAERO BAE125800A			LUCAS 23080005	BEARING 036010	FAILED START/GEN		10/15/97 CA971021001
(CAN) BEARING FAILURE CAUSED DAMAGE TO ARMATURE.									
2435		BRAERO HS125700A	GARRTT TFE7313R		LUCAS	GENERATOR 23080005	VIBRATING LT START/GEN		2/11/97 412 CA970227004
(CAN) SHORTLY AFTER TAKEOFF, INTERMITTENT VIBRATION WHICH BECAME CONTINUOUS. GENERATOR TRIPPED AND VIBRATIONS DECREASED. ENGINE SHUT DOWN AS PRECAUTIONARY. VIBRATIONS STOPPED IMMEDIATELY. STARTER GENERATOR REPLACED. PART TC: 405.									
7314		BRAERO BAE125800A	GARRTT TFE7315R		GARRTT	FUEL PUMP 307085057	FAILED NR 1 ENG	4220	10/17/96 CA961112025
(CAN) ON START OF NR 1 ENGINE, THE ITT REACHED 600 DEGREES CENTIGRADE AND THE ENGINE AUTOMATICALLY SHUT-DOWN. MAINTENANCE REVEALED THE CAUSE WAS FAILURE OF THE HIGH PRESSURE PUMP.									
7314		BRAERO HS125700A	GARRTT TFE7313R			FUEL PUMP 307085046	FAILED ENGINE		1/29/97 4573 CA970206006
(CAN) ENGINE DRIVEN FUEL PUMP HAD NO OUTPUT PRESSURE, UNABLE TO GET START AFTER ENGINE SPOOLED DOWN FROM IDLE. TEAR DOWN REPORT REVEALED DAMAGED BEARING AT VANE STAGE WITH METAL IN UNIT AND ROTOR SMEARED. PART TC: 3,248.									
5712		CESSNA A188B			162100917	RIB ASSEMBLY 162100917	CRACKED WS20.62	1638	9/3/97 CA970915006
(CAN) WHILE PERFORMING A 100-HR INSPECTION, THE AME FOUND A CRACK AT THE WING RIB AT STATION 20.62. THE CRACK IS APPROXIMATELY .75 INCH LONG STARTING FROM THE LIGHTENING HOLE WHICH IS LOCATED 11 INCHES FORWARD OF THE REAR WING ATTACHMENT. AIRCRAFT TT: 1,558 HOURS.									
5712		CESSNA A188B				RIB ASSEMBLY 16214018	CRACKED BS 36.12	1887	9/4/97 CA970915005
(CAN) WHILE CARRYING OUT A 100-HR INSPECTION, THE AME FOUND CRACKS AT THE WING RIBS AT STATION 22.87 AND STATION 36.12. THREE CRACKS WERE FOUND IN THE SECOND AND THIRD LIGHTENING HOLES IN P/N 1621401-8 AND THREE CRACKS WERE FOUND IN THE FIRST, SECOND AND THIRD LIGHTENING HOLES. AIRCRAFT TT: 1,809 HOURS.									
5320		CESSNA U206C			CESSNA U206	DOOR POST 121340615	CRACKED WINDSHIELD	3964	10/16/97 CA971024013
(CAN) IT WAS OBSERVED ON ONE OCCASSION THE WINDSHIELD APPEARED TO BE MOVING IN ITS LOWER RETAINER DURING WATER LANDINGS. MAINTENANCE ACTION INVOLVED REMOVING LOWER RETAINER REVEALING FORWARD DOOR POSTCHANNEL WAS CRACKED THREE INCHES. AT CRACK LOCATION, THERE IS AN .1250 INCH PRODUCTION GAP BETWEEN LOWER SKIN P/N 1213600-25 AND VERTICAL OUTER RETAINER P/N 0713611-3. RIGIDITY OF UPPER CABIN BOX IS LOST. IT IS FELT THIS CONDITION COULD LEAD TO MORE SERIOUS PROBLEMS. SUSPECT CAUSE DUE TO HEAVY LANDINGS AND HIGH FREQUENCY CYCLES.									
5312		CESSNA 210J			12124023	DOUBLER 12120031	BROKEN BS 209	2545	9/18/97 CA971003010
(CAN) DURING ANNUAL INSPECTION, A CRACK AT A RIVET HOLE WAS FOUND IN THE ABOVE DOUBLER. AFTER REMOVING THE DOUBLER IT WAS FOUND TO BE CRACKED INTO TWO PIECES. THE BULKHEAD ASSEMBLY WAS FOUND TO HAVE A .50 INCH CRACK RUNNING FROM EACH SIDE OF THE RIVET HOLE. THE BULKHEAD IS LOCATED AT STATION 209.0 AND IS THE ATTACHMENT POINT FOR THE HORIZONTAL STABILIZER.									
3220		CESSNA 402C				FORK TUBE ASSY 58420005	BROKEN RT LWR AXLE	4204	5/15/97 CA970527010
(CAN) AME NOTICED THE RIGHT HAND LOWER AXLE ATTACH POINT WAS BROKEN. DAMAGE APPEARS TO HAVE BEEN CAUSED BY A BEARING SEIZURE.									

***** DENOTES SIGNIFICANT OCCURRENCE

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2913		CESSNA 414A				HYDRAULIC PUMP 99101372	LOW FLOW R/H ENGINE		1/14/96 CA960515007
(CAN) AIRCRAFT PARKED OUTSIDE, TEMP -25 DEGREES CELSIUS. AIRCRAFT PRE-HEATED AND PREPARED FOR FLIGHT. ON TAKEOFF, AT POINT OF LIFT-OFF, RT SIDE HYDRAULIC FLOW LIGHT ILLUMINATED. PILOT CONTINUED WITH TAKEOFF AND ATTEMPTED TO RETRACT THE UNDERCARRIAGE. FIRST ATTEMPT FAILED BUT THE SECOND WAS SUCCESSFUL. ACFT RETURNED TO BASE AND LANDED SAFELY. MAINTENANCE JACKED AIRCRAFT AND CHECKED THE GEAR. NO FAULTS FOUND AND AIRCRAFT RETURNED TO SERVICE. SUBMITTER STATES THIS HAS HAPPENED ON OTHER 400 SERIES ACFT WITHOUT DETERMINING A CAUSE.									
3213		CESSNA 421C				BOLT AN17520	MISSING LT TORQUE LINK		4/23/96 CA960513027
(CAN) ON LANDING, LT TORQUE LINK CENTER BOLT (AN 175-20) BUSHING (5041013) AND WASHERS (AN 960-7L) AND WASHERS (5045018-2) DEPARTED FROM AIRCRAFT CAUSING WHEEL TO CAMBER TO A CROSSWISE CONDITION AFFECTING LANDING ROLLOUT. DYE PENETRANT INSPECTION CARRIED OUT ON GEAR, BUT NO FAULTS FOUND. WHEEL ASSEMBLY REPLACED. IT COULD NOT BE DETERMINED WHETHER OR NOT THE BOLT SHEARED OR COTTER PIN SHEARED.									
3310		CESSNA 421C	CONT GTSIO520L			DIMMER ASSY 51184241	MISSING PARTS		7/15/96 CA960808004
(CAN) A NEW DIMMER ASSY FROM FACTORY WAS INSTALLED. NEXT FLIGHT, THE GEAR LIGHTS DID NOT ILLUMINATE WHEN GEAR SELECTED DOWN. EMERGENCY LANDING CARRIED OUT SAFELY. UPON INSPECTION, IT WAS DISCOVERED THAT THE DIMMER WAS MISSING TWO WIRES. ANOTHER NEW UNIT WAS INSTALLED AND CHECKED OK. AIRCRAFT RETURNED TO SERVICE.									
3246		CESSNA 441				WHEEL HALF 16294	CRACKED COUNTER BORE		7/8/96 CA960717001
(CAN) OUTBOARD WHEEL HALF CRACKED FROM BASE OF BOLT HOLE COUNTER BORE TO INSIDE OF WHEEL HALF ABOVE O-RING AIR SEAL. CRACK ALLOWED TUBELESS TIRE TO SLOWLY DEFLATE.									
3246		CESSNA 441			CLEVELAND 40169	WHEEL 40169	CRACKED OUTBD	330	3/19/98 CA970605003
(CAN) OUTBOARD WHEEL HAS A .500 INCH CRACK RUNNING FROM BASE OF BOLT HOLE COUNTER BORE TO INSIDE OF WHEEL .500 INCH ABOVE O-RING AIR SEAL. CRACK ALLOWED TUBELESS TIRE TO SLOWLY DEFLATE. REPLACED.									
2430		CESSNA 560CESSNA				GROUND BLOCK 2048141	POOR BOND DC SYS		8/27/97 CA970910005
(CAN) GROUND BLOCK POORLY GROUNDED TO AIRFRAME. SURFACES CLEANED AND GOOD BOND SUPPLIED.									
2730		CESSNA 560CESSNA				PUSH ROD 55653422	DAMAGED LT ELEV	640	3/19/98 CA970605006
(CAN) LEFT HAND ELEVATOR PUSH ROD SUSTAINED DAMAGE BY CONTACT BETWEEN THE INNER SIDE OF THE ROD AND THE ELEVATOR LOWER SKIN STRUCTURE. ROD DAMAGE WAS .003 INCH TO .004 INCH AND EXTENDED OVER A LENGTH OF .450 INCH.									
2750		CESSNA 500CESSNA				CABLE ASSY 556515010CR	FRAYED FLAP		7/17/96 CA960808005
(CAN) NEW CABLE RECEIVED FROM MANUFACTURER TO BE INSTALLED AS PER PHASE 5 INSPECTION. PRE-INSTALLATION CHECK FOUND WIRES BROKEN ALONG THE LENGTH OF THE CABLE EVERY 1.5 TO 2 INCHES. THIS IS THE THIRD CABLE RECEIVED FROM THE MANUFACTURER IN THIS CONDITION THIS MONTH.									
2752		CESSNA 560CESSNA			556517538	ACTUATOR 556517538	SHEARED LT FLAP GRBOX	136	4/15/97 CA970423014
(CAN) FLAPS WILL NOT MOVE WHEN SELECTED. MOVED INTERMITTENTLY, NOT EVERY SELECTION. LT FLAP GEARBOX OUTPUT SPROCKET SEVERED FROM OUTPUT SHAFT. PUT ALL THE LOAD ON RT MOTOR. NEW RT MOTOR INSTALLED AND GEARBOX. PART TC: 223.									

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3242		CESSNA 560CESSNA				BRAKE ASSY 215295	WORN PLATE	1132	5/31/96 CA960610011
(CAN) DURING ROUTINE INSPECTION, FOUND WEAR PLATE EXCESSIVELY WORN EVEN WITH 0.150 INCH REMAINING ON THE WEAR INDICATOR (NORMALLY BRAKE SHOULD BE REMOVED WHEN THE INDICATOR IS FLUSH WITH THE BRAKE HOUSING). UPON DIS-ASSEMBLY OF THE BRAKE UNIT, WEAR ON PLATE WAS 0.048 INCH WHERE ACTUAL ALLOWABLE IS 0.070 INCH. ROTOR MINIMUM LIMIT IS 0.300 INCH, AND ACTUAL WAS 0.268 INCH. SAME CONDITION WAS FOUND ON OTHER SIDE OF AIRCRAFT. PART TC: 909.									
3260		CESSNA 560CESSNA				SWITCH IEN1186	FAILED NLG DOWNLOCK	2246	10/24/97 CA971104003
(CAN) LANDING GEAR SELECTED DOWN AND ONLY THE MAIN GEAR INDICATED DOWN AND LOCKED. AFTER SEVERAL CYCLES, AN EMERGENCY LANDING WAS SUCCESSFULLY CARRIED OUT. ACTUATOR CHECKED OK. NLG DOWNLOCK SWITCH REPLACED. OLD NLG SWITCH WAS NOT SEALED, POSSIBLE WATER AND FREEZING CAUSED PROBLEM. PART TC: 3,300.									
5210		CESSNA 550				DOOR SEAL 99120754	FAILED CABIN	2255	8/28/96 CA960909031
(CAN) AT FL 350, ONE HOUR INTO FLIGHT, DOOR SEAL BLEW. CABIN ALTITUDE CLIMBED RAPIDLY TO 18,000 FEET. REPLACED CABIN DOOR SEAL DUE TO SUSPECTED MOISTURE AND FREEZING, THEREFORE, BLOCKING THE SUPPLY OF AIR TO KEEP THE DOOR SEAL INFLATED. ENTIRE SEAL INFLATION PLUMBING PURGED OF MOISTURE. PART TC: 2,691. AIRCRAFT TT: 2,848.									
5312		CESSNA 550				BULKHEAD 651201021	MISINSTALLED BS 345	2234	10/3/97 CA971010003
(CAN) ON INSPECTION, FOUND THAT THE FIRST 12 INCHES AFT OF THE REAR PRESSURE BULKHEAD (STN 345.0) TO THE RIGHT OF CENTERLINE AT THE UPPER CENTER STRINGER, RIVETS WERE INSTALLED WITH INSUFFICIENT EDGE DISTANCE. AIRCRAFT TT: 2,277 HOURS.									
5320		CESSNA 550				SPLICE 551117239	MISMANUFACTURED LT WINDSCREEN	2233	9/26/97 CA970930008
(CAN) SPLICE DOUBLER AT THE INSIDE LOWER AFT CORNER OF THE LEFT WINDSCREEN FOUND WITH .083 INCH EDGE DISTANCE ON TWO RIVETS, THIS IS LESS THAN THE MINIMUM EDGE DISTANCE. ON FORWARD RIVET ABOUT .020 INCH HAS BEEN FILED AWAY. SB 550-53-26 REFERS. AIRCRAFT T: 2,227 HOURS.									
5330		CESSNA 550				SKIN 55120106	CRACKED BS 456.5	2233	10/6/97 CA971010006
(CAN) ON DORSAL FIN REPLACEMENT, A 2 INCH CRACK WAS FOUND IN THE RT UPPER TAILCONE SKIN AT STN 456.5 RUNNING FROM THE UPPER EDGE OF THE SKIN CIRCUMFERENTIALLY TOWARDS THE RIGHT. REPAIRED IAW ASSB 851-0047.									
5530		CESSNA 550				DOUBLER 651105014	DAMAGED BS 345	2234	10/3/97 CA971010004
(CAN) DURING MANUFACTURING AND INSTALLATION OF THE DORSAL FIN, A RIVET AT THE REAR PRESSURE BULKHEAD (STN 345.0) WAS DRILLED THROUGH THE SKIN, DOUBLER AND FLANGE ANGLE ADJACENT TO A BULKHEAD ATTACHMENT RIVET. AIRCRAFT TT: 2,277 HOURS.									
5751		CESSNA 550			552400078	AILERON 552400052	CRACKED LEADING EDGE	2233	10/6/97 CA971010007
(CAN) RIGHT AILERON LEADING EDGE SKIN CRACKED IN TWO PLACES UNDER INBD BALANCE WEIGHT. SCREW HEADS ABOUT 1 INCH LONG EACH. LEADING EDGE REPLACED. PART TC: 2,277 HOURS.									
7510		CESSNA 550	PWA JT15D4			FLANGE 555225055	CRACKED ENG INLET	2233	10/6/97 CA971010005
(CAN) BOTH ENGINE INLETS CRACKED IN THE RADIUS OF THE COWL ATTACH FLANGE ABOUT 5 INCHES LONG. REPAIRED. PART TC: 2,837.									
2913		CESSNA 650				PUMP 75250631139	LOW PRESSURE LT HYD	3386	3/26/98 CA980331012
(CAN) AFTER TAKEOFF, THE LEFT HAND HYDRAULIC LOW PRESSURE LIGHT CAME ON. LT HYDRAULIC PUMP CHANGED AND GROUND RUN OK. LT UNLOADING VALVE TO BE CHANGED WHEN PARTS AVAILABLE. PARTS TC: 1,962.									

***** DENOTES SIGNIFICANT OCCURRENCE

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2613		CNDAIR CL6002B19	GE CF343A			LOOP A59WK	FAILED LT ENG		10/16/97 CA971106006
(CAN) LEFT ENGINE 14TH STAGE OVERHEAT WARNING DISPLAYED, THROTTLE RETARDED AND MESSAGE REMAINED, ENG SHUT DOWN AND AIRCRAFT RETURNED TO BLOCKS. 14TH STAGE LOOP SHORTED TO GROUND. LOOP REPLACED.									
4920		CNDAIR CL6002A12			GARRTT GTCP36100E	APU GTCP36100E	SEIZED ENGINE	4426	9/5/97 CA970915002
(CAN) WHILE TAXING, APU WAS STARTED AND RAN FOR APPROX 15 MINUTES, THEN AUTO SHUT DOWN. APU FAULT PANEL INDICATED APU ENG LOW OIL PRESSURE. OIL FILTER CONTAMINATED. TURBINE WHEEL VERY HARD TO ROTATE. APU REPLACED.									
2436		CVAC 340CVAC	ALLSN 501D13			VOLTAGE REGULATR 153912	FAILED RT DC SYS		11/13/97 CA971216050
(CAN) DURING CRUISE, RIGHT HAND DC GENERATOR WENT OFF-LINE AND COULD NOT BE RESET. MAINTENANCE INVESTIGATION REVEALED THAT VOLTAGE REGULATOR WAS REGULATING AT A HIGH VOLTAGE RATE AND COULD NOT BE ADJUSTED. THIS RESULTED IN NR 1 DC GENERATOR TAKING MOST OF THE LOAD AND KICKING NR 2 GENERATOR OFF-LINE. DEFECTIVE VOLTAGE REGULATOR WAS REPLACED.									
5522		DHAV DHC3			C3TEI106	STIFFENER	CRACKED RT ELEV TE	13942	12/2/97 CA971216049
(CAN) TRAILING EDGE OF ELEVATOR SKIN FOUND SEPARATED. CLOSER EXAMINATION FOUND STIFFENER CRACKED AT RIVET HOLES AND BROKEN THROUGH IN 3 PLACES. INTERGRANULAR CORROSION FOUND ON STIFFENER. SKIN OK. AIRCRAFT TT: 13,469.									
2910		DHAV DHC8102				UNION AN81510D	CRACKED HYDRAULIC MAIN		3/3/98 AU980241
(AUS) NR 1 HYDRAULIC SYSTEM PRESSURE MANIFOLD UNION FRACTURED. LOSS OF HYDRAULIC FLUID.									
2410		DIAMON DA20A1				ARM 953240	CHAFED ALTERNATOR		4/25/97 CA970513017
(CAN) LOCKWIRE FOUND TO HAVE CHAFED THE ALTERNATOR ARM.									
3242		EMB EMB110P1			ERAM 16835	GUIDE 16844	MISSING BRAKE DISC		11/30/97 CA971216044
(CAN) TAXIING TO RAMP, PILOT NOTICED UNVEVEN BRAKING ON ONE SIDE. THE GUIDE, WHICH IS NORMALLY ATTACHED TO THE CIRCUMFERENCE OF THE DISC WAS MISSING AND THE DISC WAS SCORED. SUBMITTER NOTES THAT SOMETIMES THE SCREWS WHICH ATTACH GUIDE TO DISC HAVE BEEN FOUND LOOSE. (150-HOUR INSPECTION) IN SPITE OF VARIED ATTEMPTS TO RECTIFY, NIL LUCK. THE OPERATOR NOTES THAT COOLING OF DISC MAY CONTRIBUTE TO SCREW LOOSENING.									
3260		EMB EMB120				CONNECTOR MS3470L8335	CORRODED GEAR POS		3/18/98 AU980297
(AUS) LANDING GEAR UPLOCK PROXIMITY SENSOR `A` SYSTEM CONNECTOR IJ1548 CORRODED.									
2140		FRCHLD SA227DC			613112E2342	BOLT 613112E2342	BROKEN HEATING SYSTEM		3/8/98 AU980256
(AUS) CABIN HEATING SYSTEM HOT AIR MIXING VALVE TO CABIN SUPPLY PIPE CLAMP SECURING BOLT SNAPPED. SUSPECT BOLT WAS OVERTORQUED. PERSONNEL/MAINTENANCE ERROR.									
7210		FRCHLD SA227DC	GARRTT TPE33112UA	MCAULY 4HFR34C652	GARRTT COUPLING	CIRCLIP M274263144C	FAILED LT ENG RED BOX		2/4/98 AU980126
(AUS) LH ENGINE REDUCTION GEARBOX MAINSHAFT COUPLING ASSEMBLY PNO 3103726-2 CIRCLIP FAILED ALLOWING THE COUPLING TO MOVE FORWARD ONTO THE HIGH SPEED PINION GIVING MINIMAL SPLINE CONTACT AND EVENTUAL DECOUPLING OF THE DRIVE.									

***** DENOTES SIGNIFICANT OCCURRENCE

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2730		GROB G115C				STOP M6X45	CRACKED ELEV DOWN	130	4/15/97 CA970422034
(CAN) ELEVATOR DOWN RUBBER STOP CRACKED.									
2730		GROB G115C				STOP M6X45	CRACKED ELEV	130	4/19/97 CA970425007
(CAN) RUBBER ELEVATOR STOP CRACKED FROM WEAR MARKS TO EDGE. ALSO, WHEN STOP REMOVED, EXCESSIVE CORROSION FOUND ON STOP. AIRCRAFT TT: 291 HOURS.									
5753		GULSTM 690D				RIB 260026103	CRACKED LT INB FLAP TE	9794	11/5/97 CA971117012
(CAN) LEFT WING INBOARD FLAP TRAILING EDGE RIB CRACKED. AIRCRAFT TT: 9,794 HOURS.									
2434		GULSTM G159				GENERATOR 30E2041A	FAILED RIGHT HAND		12/21/97 CA971231010
(CAN) RIGHT HAND GENERATOR FAILED IN CRUISE. FIELD COIL FOUND OPEN.									
2612		GULSTM G159				COUPLING D826	FAILED LT FIRE HANDLE		9/5/97 CA970916011
(CAN) LT FIRE T-HANDLE ILLUMINATED WARNING. FIRE LOOP COUPLING IN ENG COMPARTMENT BROKEN INTERNALLY. REPLACED.									
2910		GULSTM G159				HYD LINE 159H1000721	LEAKING LT MLG STRUT		5/22/97 CA970529001
(CAN) LOSS OF HYDRAULIC PRESSURE AFTER TAKEOFF. LANDING GEAR LOWERED USING EMERGENCY PROCEDURE. LEFT MLG OUTER DRAG STRUT FLEX LINE LEAKING. BOTH FLEX LINES REPLACED.									
2910		GULSTM G159				LINE	SEVERED HYD PRESS		6/27/97 CA970916010
(CAN) HYDRAULIC PRESSURE LOSS. HYD LEAK AT HYD PRESS TRANSMITTER AT EDP. LINE SEVERED. REPLACED.									
2910		GULSTM G159				LINE 159H10002428S20	CRACKED LEFT ENGINE	10	11/24/97 CA971219026
(CAN) HYDRAULIC FLUID NOTED BELOW LEFT ENGINE AFTER ARRIVAL. CRACK FOUND IN THE MAIN SUCTION LINE TO THE HYDRAULIC PUMP. FURTHER INSP FOUND THAT THE LEFT INBOARD GEARBOX MOUNT LINK ASSY WORN CAUSING A VIBRATION AND MOVEMENT RESULTING IN FATIGUE CRACK IN LINE.									
2910		GULSTM G159				HYD LINE 159H10002477LGU4	CHAFED RT HYD		6/26/97 CA970916008
(CAN) CREW REPORTED LOSS OF HYDRAULIC FLUID. CLAMP ON RT EXT HYD LINE CHAFED THROUGH AT CLAMP. LT AND RT DRIVEN PUMPS FILTERS REPLACED AND LINE AND CLAMPS REPLACED.									
2910		GULSTM G159				LINE	CHAFED HYD TRANSMITTER		6/27/97 CA970916009
(CAN) CREW REPORTED HYDRAULIC PRESSURE LOW LIGHT ON. CRACKED LINE ON HYDRAULIC LOW PRESS TRANSMITTER. REPLACED.									
2913		GULSTM G159			APEX 66WAY3002	PUMP 66WAY3002	FAILED NR 1 HYD		6/26/97 CA970916007
(CAN) CREW REPORTED NR 1 HYDRAULIC PUMP PRESSURE FAIL LIGHT ON. PUMP REPLACED.									
3244		GULSTM G159			GOODYEAR 754C261	TIRE 754C261	DELAMINATING TREAD		5/12/98 CA970602001
(CAN) FLIGHT CREW ADVISED MAIN TIRE DELAMINATING. MAINTENANCE FOUND 18 INCH X 2 INCH STRIP OF CAP MISSING. WHEEL REPLACED.									

***** DENOTES SIGNIFICANT OCCURRENCE

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5753		HELIO H250			HELIO	FLAP TRACK 3910104142	BROKEN LT INBOARD	8812	7/10/97 CA970930006
(CAN) BROKEN FLAP TRACK FOUND ON ROUTINE INSPECTION.									
2435		ISRAEL 1124				GROUND STUD	ARCING R/H START/GEN	5204	3/26/98 CA980402003
(CAN) ERRATIC ENGINE ROTATION AND A CLUNKING SOUND AT THE VERY BEGINNING OF ATTEMPTED ENGINE START, THE ENGINE START WAS THEN ABORTED. DURING SEVERAL ATTEMPTS TO START THE ENGINE THERE WAS NO SOUND OR ENGINE ROTATION ON PRESSING THE STARTER SWITCH. DURING INSPECTION, THE STARTER GENERATOR GROUND ATTACHMENT POINT WAS FOUND BADLY BURNT.									
3230		ISRAEL 1124				GEAR	FAILED RETRACT SEC		7/27/96 CA960807002
(CAN) AFTER TAKEOFF, GEAR COULD NOT BE SELECTED UP. AIRCRAFT RETURNED TO BASE AND LANDED SUCCESSFULLY.									
3250		ISRAEL 1124			273009	BRACKET 223602000000	CRACKED STEERING MT EAR		12/12/97 CA971222008
(CAN) UPPER STEERING BRACKET FOUND CRACKED.									
3250		ISRAEL 1124			273009	BRACKET 22360000002	CRACKED NLG CENTERING	4975	12/3/97 CA971210012
(CAN) PLAY NOTED IN NOSE GEAR STEERING CENTERING SPRING CYLINDER MOUNTED ON THE BRACKET. BRACKET FOUND CRACKED WHERE IT BOLTS TO FORWARD BULKHEAD OF NOSE GEAR WHEEL WELL. COULD ONLY SEE CRACK WHEN BRACKET WAS REMOVED. IPC CH. 32-50-00 FIG. 7 PAGE 0, ITEM 190. PART TC: 3,242.									
2750		JETAIR JETSTM4101	GARRTT TPE33114GR			VALVE	FAULTY TE FLAP CONTROL		3/25/98 AU980311
(AUS) FLAP CONTROL VALVE RESET IN ACTIVATED POSITION. FLAPS WOULD NOT RETRACT. FLAPS RESET AND SYSTEM OPERATED OK.									
7230		JETAIR JETSTM4101	GARRTT TPE33114GR		GARRTT	IMPELLER 31042764	DAMAGED TURB ENG COMP		2/18/98 AU980253
(AUS) COMPRESSOR BLADE FAILED AND SEPARATED. IMPELLER HAD SUFFERED A BIRDSSTRIKE THIRTEEN DAYS EARLIER BUT INSPECTION FOUND IMPACT DAMAGE TO BE WITHIN LIMITS.									
2130		LEAR 25B				SEAL ANGLE	CRACKED FUSELAGE	8697	9/2/97 CA970930015
(CAN) DURING CLIMB TO CRUISE ALTITUDE, THE A/C CABIN ALT CONTINUED TO CLIMB 300 FPM AT 5.5 DIFF. THE AIR FLOW SWITCH WAS SELECTED TO MAX FLOW AT WHICH POINT THE CABIN ALT COMMENCED A DESCENT TO THE SELECTED ALT AND STABILIZED. A TEST FLIGHT DISCLOSED A 5 INCH CRACK IN THE SEAL ANGLE LOCATED BETWEEN FUSELAGE FRAMES 16 AND 17 HAD OPENED UP ALLOWING EXCESSIVE LOSS OF CABIN AIR. SEAL ANGLE BEND RADIUS MAY HAVE BEEN TOO SHARP. ADDITIONAL TESTS BEING CARRIED OUT. PART TC: 8,222.									
3230		LEAR 35A				SQUAT SWITCH 426EN98	FROZEN MAIN GEAR	275	1/14/97 CA970212006
(CAN) AFTER NORMAL TAXI AND TAKEOFF, GEAR WAS SELECTED UP AND THE TWO MAIN GEAR LIGHTS CAME ON AND THE CYCLE STOPPED THERE. GEAR WAS RE-SELECTED TWICE WITH SAME RESULTS. FUEL DUMPED AND AIRCRAFT SUCCESSFULLY RETURNED TO BASE AND LANDED. THE AIRCRAFT WAS JACKED AND GEAR CYCLED SEVERAL TIMES WITH NO FAULT FOUND. THE SQUAT SWITCHES WERE LUBRICATED AND AIRCRAFT RETURNED TO SERVICE. NO FURTHER PROBLEMS ENCOUNTERED. PARAT TC: 142.									
7261		LEAR 31A	GARRTT TFE73122B			OIL CAP 3615309101	LOOSE LT ENG OIL	2946	3/19/98 CA970521009
(CAN) LOSS OF OIL PRESSURE INDICATION ON LT ENGINE DURING CLIMB. ENGINE PRECAUTIONARY SHUT DOWN CARRIED OUT. FOUND LT ENGINE OIL DIPSTICK CAP NOT SECURE. CLEANED ENGINE, REPLACED OIL CAP PACKING, AND RE-SERVICED ENGINE OIL SYSTEM.									

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2820		LEAR 60LEAR				TUBE 5426002013	CHAFED FUEL SYS	292	10/6/97 CA971110016
(CAN) ELEVATOR AND RUDDER CABLES FOULING ON CROSSOVER TUBE AND TUBE PUNCTURED. SB A60-28-3 AND AD 95-14-09. PART TC: 185.									
2750		LKHEED 1011385114				LINK ASSEMBLY 1562416109	BROKEN NR 1 FLAP VANE		3/21/98 CA980331017
(CAN) AFTER LANDING, DURING FLAP RETRACTION, THE FLAP POSITION INDICATOR SHOWED OFF, CIRCUITBREAKER CHECKED OK. DAMAGE TO NR 1 INBOARD FLAP VANE CAUSED BY THE BREAKING OF THE INBD FLAP VANE LINK. FLAP VANE, LINK AND FLAP ACTUATOR REPLACED.									
2912		LKHEED 1011385114				PLUG 1515680103	BROKEN B SYS HYD		3/20/98 CA980331016
(CAN) DURING PUSHBACK NR 2 ENG START, THE B-SYSTEM HYDRAULIC DROPPED TO ZERO. AIRCRAFT RETURNED TO GATE. THE PLUG CARTRIDGE CAVITY ON THE HIGH PRESSURE SYSTEM FILTER MODULE ASSY BROKEN. PLUG REPLACED.									
3260		MTSBSI MU2B36A				SWITCH	FROZEN RT LDG		9/30/97 CA971027006
(CAN) AFTER TAKEOFF, RT MAIN LANDING GEAR DOWN LIGHT (GREEN) REMAINED ON WITH NO UNSAFE LIGHTS ON. LIGHT EXTINGUISHED AFTER 20 MINUTES. MAINTENANCE ACTION FOUND FROZEN LANDING GEAR DOWN SWITCH. AIRCRAFT WASHED PREVIOUS DAY AND LEFT OUTSIDE IN EXTREME COLD TEMPERATURE. SWITCH DRIED AND CLEANED.									
7210		MTSBSI MU2B35	GARRTT TPE3316			BULL GEAR 8937394	FAILED GR BOX		2/21/97 1755 CA970226002
*****	(CAN) DURING CRUISE, THE RIGHT HAND ENGINE SUDDENLY FEATHERED. ENGINE SECURED. INSPECTION FOUND THAT THE BULL GEAR HAD FAILED EITHER IN THE GEAR TOOTH BASE AND/OR THE WEB DISK OR THE DISK RADIUS. COULD HAVE BEEN CAUSED BY FOREIGN OBJECT ENTERING THE GEAR MESH AREA. DAMAGE TO GEAR CAUSED LOSS OF ALL TEETH ON THE HIGH SPEED PINION AND LOSS OF DRIVE FROM THE POWER GROUP TO THE PROP, AS WELL AS DESTRUCTION OF THE SCAVENGE PUMP. DAMAGE CONFINED MAINLY TO THE DIAPHRAGM ASSEMBLY AND THE GEARBOX.								
7230		MTSBSI MU2B36A	GARRTT TPE3315			IMPELLER 8962233	CRACKED 1ST STAGE	9084 2984	9/10/97 CA970918006
(CAN) DURING HSI GBI, THE COMPRESSOR SECTION WAS DISMANTLED DUE TO COMPRESSOR RUB. 1ST STAGE IMPELLER HAS A CRACK IN IT. THIS PN IS REFERENCED IN SB TPE331A72-0971. REPLACED. PART TC: 11,482 HOURS.									
7261		MTSBSI MU2B36	GARRTT TPE3316			GASKET 8650914	FAILED LT ENG SCAV	70	10/24/97 CA971113013
(CAN) DURING CRUISE, CREW NOTICED FLUCTUATING OIL PRESSURE ON LT ENGINE. OIL PRESSURE MONITORED AND AIRCRAFT LANDED. FRETTEED AND DETERIORATED TURBINE SCAVENGE PUMP GASKET CAUSING OIL LOSS IN THE ENGINE. NEW SEAL INSTALLED.									
2810		PILATS PC6B1H2				COLLECTOR TANK	CONTAMINATED FUEL SYS		4/16/96 CA960503104
(CAN) COLLECTOR TANK WAS FULL OF FOAM WHICH WAS DETERIORATING FROM THE FUEL. IT WAS FOUND IN THE FUEL FILTERS. TANKS CLEANED.									
3213		PIPER PA31			4041302	HOUSING 40327000	CRACKED LT MLG STRUT	10073	3/26/98 CA971021003
(CAN) AFTER LANDING, PILOT REPORTED LT LANDING STRUT WAS FLAT AND LEAKING FLUID. MAINTENANCE INSPECTION REVEALED STRUT HOUSING HAD A 16 INCH VERTICAL CRACK. HOUSING REPLACED.									
3230		PIPER PA31310				ROD END 762685	SEVERED ACTUATOR	6284	2/14/97 CA970227002
(CAN) RIGHT MAIN GEAR FAILED TO RETRACT, AND WOULD NOT INDICATE DOWN AND LOCKED. ROD END FOUND SEVERED FROM ACTUATOR.									

***** DENOTES SIGNIFICANT OCCURRENCE

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3260		PIPER PA31				SWITCH 487862	OUT OF ADJUST NLG DOWN LOCK		2/17/97 CA970226001
(CAN) ON APPROACH, GEAR SELECTED DOWN, 2 GREEN AND A RED WARNING. EVENTUALLY LANDED. AT MOMENT OF TOUCHDOWN, GEAR CYCLE COMPLETED, AND GEAR DOORS CLOSED AND NORMAL INDICATOR LIGHT OPERATION RESTORED. NOSE GEAR DOWNLOCK SWITCH WAS OUT OF ADJUST.									
6120		PIPER PA31350			DWG42116	BALLJOINT 5417500	WORN PROP GOVENOR	10562	10/17/97 CA971024014
(CAN) DURING REMOVAL OF THE PROPELLER GOVERNOR FOR OVERHAUL, IT WAS FOUND THAT THE PITCH CONTROL CABLE SEPARATED EASILY FROM ITS HOLDING CASE. ON CLOSER INSPECTION, THE BALL JOINT WAS FOUND SEVERLY WORN. THE LOCATION OF THE WORN AREA COULD NOT BE SEEN VISUALLY WHEN CONNECTED. THE INSPECTION OF THE BALL JOINT IS MORE PRECISE WHEN THE BALL JOINT IS DISCONNECTED, CLEANED, AND A MAGNIFYING GLASS USED. INSPECTION SHEETS WILL BE AMENDED TO INSPECT THE BALL JOINT AT 500 HRS. ALSO, IT IS RECOMMENDED THE BALL JOINT BE REPLACED AT THE 1000 HR. INSPECTION.									
3260		PIPER PA44180			89291003	HARNESS 89291003	BROKEN LT MLG SWITCH	410	5/6/97 CA970513018
(CAN) GEAR WAS SELECTED UP AND THE LT SAFE LIGHT WOULD NOT ILLUMINATE. INVESTIGATION FOUND A WIRE HAD BROKEN OFF AT THE ENTRY POINT OF THE WIRE INTO THE BODY OF THE SWITCH.									
3260		PIPER PA44180			89291003	HARNESS 89291003	BROKEN RT MLG SWITCH	162	5/7/97 CA970513019
(CAN) GEAR WAS SELECTED DOWN AND THE RT HAND GEAR SAFE LIGHT WOULD GO OUT INTERMITTENTLY. INVESTIGATION FOUND THE WIRE GOING INTO THE SWITCH BODY WAS BROKEN.									
2611		SAAB 340B				DETECTOR 72111211000	FAULTY SMOKE DETECTION		3/24/98 AU980316
(AUS) CARGO SMOKE DETECTOR ACTIVATED. INVESTIGATION COULD FIND NO EVIDENCE OF FIRE BUT FOUND THAT THE FLUORESCENT LIGHT IN THE LAVATORY HAD BEEN FLICKERING AND CAUSING EMI INTERFERENCE.									
7931		SAAB SF340A				TRANSDUCER IPTE55100	FAILED ENGINE OIL PRESS		2/12/98 AU980222
(AUS) RT ENGINE OIL PRESSURE TRANSDUCER FAULTY.									
2432		STBROS SD360				BATTERY 40765	OVERHEATED LT DC SYS		2/24/98 771 AU980211
(AUS) LT BATTERY OVERHEATED. BATTERY WAS STILL TOO HOT TO HANDLE THREE HOURS LATER.									
2612		STBROS SD360			801DRH	FIRE WIRE 300139538243C7	FAULTY FIRE DETECTION		3/11/98 AU980254
(AUS) LT ENGINE FIRE WIRE FAULTY.									
3418		SWRNGN SA226TC				SERVO 95001001F	FAULTY STALL WARNING		2/5/98 AU980274
(AUS) STALL WARNING SYSTEM SERVO CAPSTAN FAULTY DUE TO DRIED GREASE.									
7120		SWRNGN SA226TC	GARRTT TPE33110UA			MOUNT 276202001	WORN ENG MOUNT SECT		3/11/98 AU980281
(AUS) LT ENGINE MOUNT TOP RT DIAGONAL BRACE HAD A HOLE WORN THROUGH BY THE TOP OF THE SWITCH ON THE ANTI-ICE VALVE P/N 319980-13-1. SIZE OF HOLE APPROXIMATELY 4.762MM (0.1875 INCH).									

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7250		SWRNGN SA226TC	GARRTT TPE33110UA			BLADE 31016031	FAILED ENG NR 1 WHEEL		10/23/97 CA971028003
(CAN) ENGINE MADE A THUMP ON TAKEOFF AND LOST TORQUE. TOWER COMMUNICATED THAT SMOKE WAS COMING FROM RT ENGINE. TAKEOFF ABORTED. ONE BLADE MISSING FROM NR 1 TURBINE WHEEL AND SEVERAL BLADES DAMAGED. BLADES DAMAGED ON NR 2 AND NR 3 WHEELS, VARIOUS PARTS DAMAGED DOWNSTREAM. REPLACED ENGINE.									
7313		SWRNGN SA226TC	GARRTT TPE33110UA			NOZZLE 31038204	FAILED 1ST STAGE	2894	10/9/97 CA971020008
(CAN) FIRST STAGE STATOR BURN THROUGH DUE NOZZLE FAILURE. PART TC: 3,501.									
7922		SWRNGN SA226TC	GARRTT TPE33110			VALVE 8A575000	STUCK THERMO BYPASS		8/8/96 CA960812006
(CAN) DURING CRUISE, THE CREW NOTICED HIGH OIL TEMP ON RT ENGINE AND DIVERTED FOR LANDING. MAINTENANCE FOUND HIGH OIL TEMP IN THE OIL TANK AND COOL OIL IN THE COOLER. THE VERNATHERM VALVE P/N 8A575-000 WAS REPLACED AND GROUND CHECKED SERVICEABLE.									
7261		SWRNGN SA227AC	GARRTT TPE33111U		31080801	TUBE 31035781	CHAFED ENGINE OIL		3/27/98 AU980313
(AUS) REAR TURBINE OIL SUPPLY TUBE CHAFING ON UTS SYSTEM OIL SUPPLY TUBE.									
7320		SWRNGN SA227AC	GARRTT TPE33111U			STOP SCREW	OUT OF ADJUST LT ENG		11/18/97 1654 CA971210001
(CAN) ON TAKEOFF, LEFT ENGINE RPM FLUCTUATED AND CONTINUED TO DO SO, CAUSING CREW TO FEATHER PROP AND SHUT DOWN ENGINE. LEFT FUEL CONTROL TO PROP GOVERNOR HIGH RPM CORRELATION OUT OF ADJUST.									
2750		ZLIN Z242L			MORAVAN Z14343110000	FLAP CONTROL CSN02210724	DEFECTIVE DETENT PIN	1130	4/22/97 CA970918003
*****	(CAN) AS A RESULT OF DOING A FLEET INSPECTION THE FLAP CONTROL LEVER DETENT PIN WAS FOUND MIGRATING OUT OF POSITION DUE TO FAILURE OF THE COTTER PIN. SUBMITTER RECOMMENDS INSPECTING THIS AREA.								

(End of INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY)



U.S. Department
of Transportation
**Federal Aviation
Administration**

SERVICE DIFFICULTY REPORT SUMMARY

AIR CARRIER - INDEX



The following information provides a tally of the Service Difficulty Reports (SDR's) contained in this weeks issue of the Air Carrier SDR Summary. The totals represent only a summation of the SDR's that were submitted to the FAA, Aviation Data Systems Branch, AFS-620, and processed in time for inclusion in the Summary. In the first table, the SDR's are sorted by the operator designator code and are listed in alphabetical order. The second table sorts the SDR's by the aircraft make and model. The heading at the top of each table provides a two digit Joint Aircraft System/Component (JASC) code grouping (e.g., JASC codes 1100 thru 1800 are represented by the heading labeled 11-18) which categorizes in general, the problem areas for each reported discrepancy.

The Flight Standards Service Difficulty Program objective is to achieve prompt and appropriate correction of conditions adversely affecting continued airworthiness of aeronautical products. This is accomplished by the collection of Service Difficulty and Malfunction or Defect Reports. SDR's are consolidation and collation into common data base where they are analyzed for trends, problems, and alert information. This information is then disseminated to the appropriate segments of the aviation community and to other FAA offices.

The number of SDR's submitted is not an indicator of the mechanical reliability or fitness of an air carrier's aircraft fleet and should not be used as such. The air carriers certificate holding office has the primary responsibility for planning, programming evaluations, and assessing the performance of operators. Questions regarding an air carrier's fleet performance should be directed to the appropriate Flight Standards District Office, Certificate Management Office, or Certificate Management Unit.

AIR CARRIER SUMMARY INDEX BY OPERATOR**4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326**

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
	AU S	0	8	11	0	13	0	5	0	37
	CA	0	43	34	2	18	1	26	0	124
	WP 05	0	0	0	0	0	0	1	0	1
A3L2	SW 09	0	0	1	0	0	0	0	0	1
AALA	SW 07	0	2	14	0	0	0	0	0	16
ABXA	GL 23	0	1	3	0	16	0	1	0	21
AMWA	CE 07	0	0	1	0	2	0	0	0	3
ASAA	NM 01	0	0	10	0	0	0	0	0	10
AWXA	WP 28	0	0	4	0	2	0	1	0	7
BQTA	NE 05	0	1	0	0	1	0	0	0	2
BR0A	WP 19	0	0	1	0	0	0	0	0	1
C2XA	SW 09	0	0	2	0	5	0	0	0	7
CALA	SW 09	0	0	0	0	10	0	1	0	11
CICA	SO 17	0	0	0	0	1	0	2	0	3
CKSA	GL 23	0	1	0	0	1	0	0	0	2
CLCA	SO 19	0	1	1	0	3	0	4	0	9
COMA	SO 01	0	2	2	0	13	0	1	1	19
CX7A	GL 03	0	1	0	0	0	0	0	0	1
DALA	SO 27	0	4	11	0	18	0	3	0	36
DXTR	GL 07	0	1	0	0	0	0	0	0	1
EF2R	SW 05	0	0	0	0	1	0	0	0	1
EISA	SW 07	0	0	2	0	0	0	0	0	2
FDEA	SO 25	0	1	2	0	5	0	2	0	10
FXLA	SO 19	0	1	1	0	0	0	0	0	2
G6OA	EA 27	0	0	0	0	1	0	0	0	1
GAIA	SW 07	0	2	0	0	0	0	0	0	2

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
GCNA	WP 19	0	0	0	0	0	0	1	0	1
GQFG	SW 09	0	0	0	0	1	0	0	0	1
GUUA	SO 19	0	1	1	0	0	0	0	0	2
HALA	WP 13	0	1	3	0	0	0	0	0	4
IPXA	SO 01	0	1	2	0	70	0	0	0	73
JIKA	WP 01	0	0	0	0	1	0	0	0	1
JR2R	SW 15	0	0	0	0	6	0	0	0	6
K3HA	EA 25	0	1	2	0	0	0	1	0	4
KC2R	GL 03	0	1	0	0	0	0	0	0	1
KI2R	CE 01	0	0	0	0	0	0	1	0	1
MALA	GL 15	0	1	8	0	1	0	0	0	10
MWEA	GL 31	0	2	0	0	19	0	0	0	21
MZZA	WP 13	0	5	1	0	8	0	0	0	14
NOCA	EA 15	0	0	0	0	1	0	0	0	1
NWAA	GL 01	0	2	28	0	10	0	8	0	48
ORJA	WP 11	0	1	7	1	3	0	1	0	13
P5CA	WP 23	0	1	0	0	0	0	0	0	1
OXEA	NM 09	0	0	6	0	51	0	0	0	57
RAAA	AL 03	0	0	2	0	0	0	0	0	2
REXA	SO 25	0	0	5	0	0	0	1	0	6
RMXA	SW 05	0	0	0	0	0	0	1	0	1
RRXA	WP 15	0	0	1	0	0	0	0	0	1
RYNA	CE 07	0	1	0	0	0	0	1	0	2
SCNA	GL 15	0	0	1	0	0	0	1	0	2
SIMA	SW 21	0	0	1	0	4	0	0	0	5
SWIA	NM 07	0	0	1	0	5	0	0	0	6
TAOA	EA 15	0	0	4	0	0	0	0	0	4

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	TOTAL
TSAA	WP 13	0	0	7	0	0	0	0	0	7
TWAA	CE 05	0	3	2	0	17	0	3	0	25
TWRA	EA 15	0	0	0	0	0	0	1	0	1
UALA	WP 29	0	3	3	0	1	0	4	0	11
USAA	EA 19	0	5	15	0	6	0	0	0	26
VJ6A	SO 11	0	0	1	0	4	0	0	0	5
VNAA	GL 07	0	0	2	0	0	0	0	0	2
VTZA	EA 27	0	1	3	0	1	0	0	0	5
WRLA	EA 27	0	1	0	0	0	0	1	0	2
WTAA	WP 17	0	0	7	0	0	0	0	0	7
WWMA	WP 15	0	1	0	0	0	0	2	0	3
XC4R	SO 19	0	0	1	0	0	0	0	0	1
Y2PA	GL 23	0	0	1	0	0	0	0	0	1
ZZDA	SO 11	0	1	1	0	15	0	0	0	17
ZZDA	SO 15	0	0	1	0	0	0	0	0	1
TOTALS		0	102	217	3	334	1	74	1	732

(End of AIR CARRIER SUMMARY INDEX by OPERATOR Report)

AIR CARRIER SUMMARY INDEX by MANUFACTURER MAKE and MODEL**4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326**

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
		0	0	0	0	0	0	13	0	13
AEROSP	ATR42300	0	0	1	0	4	0	0	0	5
AEROSP	ATR42320	0	0	2	0	5	0	0	0	7
AIRBUS	A300F4605R	0	0	0	0	0	0	1	0	1
AIRBUS	A310203	0	1	0	0	0	0	0	0	1
AIRBUS	A320211	0	1	2	0	1	0	1	0	5
AIRBUS	A320212	0	0	1	0	0	0	0	0	1
AIRBUS	A320231	0	0	0	0	2	0	0	0	2
AMD	FALCON10	0	0	0	0	0	0	1	0	1
AMD	FALCON20	0	0	2	0	0	0	0	0	2
AMD	FALCON200	0	0	0	1	0	0	1	0	2
AMD	FALCON900	0	0	1	0	0	0	0	0	1
AMD	FALCOND	0	0	1	0	0	0	0	0	1
BAC	146100A	0	0	1	0	0	0	0	0	1
BAC	146200A	0	0	0	0	1	0	0	0	1
BAC	146300A	0	0	1	0	0	0	0	0	1
BAG	BAE146200A	0	1	0	0	0	0	1	0	2
BAG	JETSTM3101	0	1	4	0	0	0	1	0	6
BAG	JETSTM3107	0	0	2	0	0	0	0	0	2
BAG	JETSTM3201	0	0	1	0	0	0	0	0	1
BEECH	1900	0	1	0	0	0	0	0	0	1
BEECH	1900C	0	0	2	0	0	0	0	0	2
BEECH	1900D	0	0	1	0	2	0	0	0	3
BEECH	200BEECH	0	2	5	0	0	0	0	0	7
BEECH	400A	0	0	0	0	0	0	1	0	1
BEECH	65A90	0	1	1	0	0	0	0	0	2
BEECH	95B55	0	0	0	0	0	0	1	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BEECH	99	0	1	0	0	1	0	0	0	2
BEECH	A100	0	0	2	0	1	0	0	0	3
BEECH	C90	0	0	1	0	0	0	0	0	1
BOEING	707330C	0	1	0	0	0	0	0	0	1
BOEING	727212	0	0	0	0	1	0	0	0	1
BOEING	727214	0	1	0	0	0	0	0	0	1
BOEING	72721C	0	0	1	0	0	0	0	0	1
BOEING	727223	0	1	0	0	1	0	0	0	2
BOEING	727225	0	1	5	0	2	0	1	0	9
BOEING	727227	0	0	2	0	2	0	1	0	5
BOEING	72722C	0	1	1	0	1	0	1	0	4
BOEING	72723	0	0	0	0	2	0	0	0	2
BOEING	727231	0	1	1	0	11	0	1	0	14
BOEING	727232	0	1	4	0	12	0	0	0	17
BOEING	727233	0	0	0	0	1	0	0	0	1
BOEING	727247	0	2	0	0	2	0	1	0	5
BOEING	727251	0	0	0	0	0	0	1	0	1
BOEING	72725C	0	0	1	0	2	0	0	0	3
BOEING	727264	0	5	1	0	8	0	0	0	14
BOEING	727277	0	0	0	0	0	0	1	0	1
BOEING	7272J4	0	0	1	0	1	0	0	0	2
BOEING	7272M7	0	0	1	0	0	0	0	0	1
BOEING	72777C	0	0	0	0	1	0	0	0	1
BOEING	737130	0	0	0	0	2	0	0	0	2
BOEING	737201	0	2	1	0	0	0	0	0	3
BOEING	737217	0	0	3	0	0	0	0	0	3
BOEING	737232	0	0	0	0	2	0	0	0	2

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	737242C	0	0	0	0	1	0	0	0	1
BOEING	737248C	0	1	0	0	0	0	0	0	1
BOEING	737277	0	0	2	0	0	0	1	0	3
BOEING	737290C	0	0	1	0	0	0	0	0	1
BOEING	737291	0	0	1	0	0	0	0	0	1
BOEING	737296	0	1	0	0	0	0	0	0	1
BOEING	737297	0	0	6	0	0	0	0	0	6
BOEING	7372A9C	0	2	0	0	0	0	0	0	2
BOEING	7372B7	0	0	1	0	0	0	0	0	1
BOEING	7372E1	0	0	1	0	0	0	0	0	1
BOEING	7372H4	0	0	0	0	1	0	0	0	1
BOEING	7372S5C	0	0	1	0	0	0	0	0	1
BOEING	737301	0	0	1	0	0	0	0	0	1
BOEING	737322	0	0	1	0	0	0	0	0	1
BOEING	73733A	0	0	0	0	3	0	0	0	3
BOEING	737376	0	0	1	0	6	0	0	0	7
BOEING	7373A4	0	0	1	0	0	0	0	0	1
BOEING	7373B7	0	0	2	0	0	0	0	0	2
BOEING	7373G7	0	0	1	0	0	0	0	0	1
BOEING	7373T0	0	0	0	0	0	0	1	0	1
BOEING	737476	0	0	0	0	1	0	0	0	1
BOEING	7374B7	0	0	0	0	1	0	0	0	1
BOEING	7374Q8	0	0	1	0	0	0	0	0	1
BOEING	7374S3	0	0	3	0	0	0	0	0	3
BOEING	747123	0	1	0	0	0	0	0	0	1
BOEING	747151	0	0	0	0	1	0	0	0	1
BOEING	747233B	0	0	1	0	0	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	747249F	0	1	0	0	0	0	0	0	1
BOEING	747282B	0	0	0	0	0	0	1	0	1
BOEING	747338	0	0	1	0	0	0	0	0	1
BOEING	747422	0	0	1	0	0	0	0	0	1
BOEING	747451	0	0	0	0	0	0	1	0	1
BOEING	747475	0	1	0	0	0	0	0	0	1
BOEING	757222	0	1	0	0	1	0	1	0	3
BOEING	757223	0	0	5	0	0	0	0	0	5
BOEING	757236	0	1	0	0	0	0	0	0	1
BOEING	75723A	0	0	0	0	1	0	0	0	1
BOEING	75723APF	0	0	1	0	3	0	4	0	8
BOEING	757251	0	0	0	0	0	0	1	0	1
BOEING	7572B7	0	0	1	0	0	0	0	0	1
BOEING	7572S7	0	0	1	0	0	0	0	0	1
BOEING	767223	0	0	1	0	0	0	0	0	1
BOEING	767231	0	0	0	0	6	0	0	0	6
BOEING	767232	0	0	0	0	1	0	0	0	1
BOEING	767233	0	4	0	0	0	0	0	0	4
BOEING	767323	0	0	2	0	0	0	0	0	2
BOEING	767332	0	0	1	0	1	0	0	0	2
BOEING	767338	0	2	0	0	0	0	0	0	2
BOEING	7673P6	0	0	0	0	1	0	0	0	1
BOEING	777222	0	1	0	0	0	0	2	0	3
BRAERO	BAE125800A	0	2	0	0	0	0	1	0	3
BRAERO	HAWKER1000	0	1	0	0	0	0	0	0	1
BRAERO	HS125700A	0	1	0	0	0	0	1	0	2
CESSNA	210J	0	0	0	0	1	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
CESSNA	402C	0	0	2	0	0	0	0	0	2
CESSNA	414A	0	1	0	0	0	0	0	0	1
CESSNA	421C	0	0	2	0	0	0	0	0	2
CESSNA	441	0	0	2	0	0	0	0	0	2
CESSNA	500CESSNA	0	1	0	0	0	0	0	0	1
CESSNA	550	0	0	0	0	6	0	1	0	7
CESSNA	560CESSNA	0	3	2	0	0	0	0	0	5
CESSNA	650	0	1	0	0	0	0	0	0	1
CESSNA	A188B	0	0	0	0	2	0	0	0	2
CESSNA	U206C	0	0	0	0	1	0	0	0	1
CNDAIR	CL6002A12	0	0	0	1	0	0	0	0	1
CNDAIR	CL6002B19	0	2	0	0	1	0	0	1	4
CVAC	340CVAC	0	1	0	0	0	0	0	0	1
DHAV	DHC3	0	0	0	0	1	0	0	0	1
DHAV	DHC6300	0	0	0	0	0	0	1	0	1
DHAV	DHC7102	0	0	0	0	1	0	2	0	3
DHAV	DHC8102	0	1	2	0	0	0	0	0	3
DIAMON	DA20A1	0	1	0	0	0	0	0	0	1
DORNER	DO328100	0	0	2	0	0	0	0	0	2
DOUG	DC1030	0	0	0	0	3	0	1	0	4
DOUG	DC1030F	0	0	0	0	2	0	0	0	2
DOUG	DC1040	0	0	1	0	3	0	4	0	8
DOUG	DC851	0	1	0	0	0	0	0	0	1
DOUG	DC861	0	1	1	0	0	0	0	0	2
DOUG	DC862	0	0	2	0	0	0	0	0	2
DOUG	DC863	0	0	1	0	0	0	1	0	2
DOUG	DC873F	0	1	0	0	67	0	0	0	68

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
DOUG	DC914	0	0	1	0	2	0	0	0	3
DOUG	DC931	0	4	15	0	21	0	0	0	40
DOUG	DC932	0	3	10	0	38	0	0	0	51
DOUG	DC933F	0	0	1	0	1	0	0	0	2
DOUG	DC941	0	0	0	0	2	0	0	0	2
DOUG	DC951	0	1	8	0	0	0	0	0	9
DOUG	DC981	0	0	0	0	4	0	0	0	4
DOUG	DC982	0	3	11	0	1	0	3	0	18
DOUG	DC983	0	3	9	0	3	0	0	0	15
DOUG	DC987	0	0	2	1	0	0	0	0	3
DOUG	MD11	0	1	0	0	0	0	0	0	1
DOUG	MD11F	0	0	2	0	1	0	1	0	4
DOUG	MD88	0	0	3	0	0	0	1	0	4
EMB	EMB110P1	0	1	1	0	1	0	0	0	3
EMB	EMB120	0	0	1	0	0	0	0	0	1
EMB	EMB120ER	0	0	2	0	5	0	0	0	7
EMB	EMB120RT	0	1	7	0	13	0	1	0	22
FOKKER	F28MK0100	0	0	2	0	0	0	0	0	2
FOKKER	F28MK4000	0	0	6	0	51	0	0	0	57
FRCHLD	SA227DC	0	1	0	0	0	0	1	0	2
GROB	G115C	0	2	0	0	0	0	0	0	2
GULSTM	690D	0	0	0	0	1	0	0	0	1
GULSTM	G159	0	8	1	0	0	0	0	0	9
HELIO	H250	0	0	0	0	1	0	0	0	1
ISRAEL	1124	0	1	3	0	1	0	0	0	5
JETAIR	JETSTM4101	0	2	2	0	0	0	1	0	5
LEAR	25B	0	1	0	0	0	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	TOTAL
LEAR	31A	0	0	0	0	0	0	1	0	1
LEAR	35A	0	0	1	0	0	0	0	0	1
LEAR	60LEAR	0	1	0	0	0	0	0	0	1
LKHEED	10113851	0	1	2	0	0	0	1	0	4
LKHEED	1011385114	0	2	0	0	0	0	0	0	2
LKHEED	1011385115	0	0	0	0	2	0	0	0	2
LKHEED	10113853	0	0	1	0	0	0	0	0	1
LKHEED	188C	0	0	1	0	0	0	0	0	1
MTSBSI	MU2B35	0	0	0	0	0	0	1	0	1
MTSBSI	MU2B36	0	0	0	0	0	0	1	0	1
MTSBSI	MU2B36A	0	0	1	0	0	0	1	0	2
PILATS	PC6B1H2	0	1	0	0	0	0	0	0	1
PIPER	PA31	0	0	2	0	0	0	0	0	2
PIPER	PA31310	0	0	1	0	0	0	0	0	1
PIPER	PA31350	0	0	0	0	1	1	0	0	2
PIPER	PA44180	0	0	2	0	0	0	0	0	2
SAAB	340B	0	2	5	0	0	0	2	0	9
SAAB	SF340A	0	1	4	0	1	0	1	0	7
STBROS	SD360	0	2	0	0	0	0	0	0	2
SWRNGN	SA226TC	0	0	1	0	0	0	4	0	5
SWRNGN	SA227AC	0	0	0	0	0	0	2	0	2
ZLIN	Z242L	0	1	0	0	0	0	0	0	1
TOTALS		0	102	217	3	334	1	74	1	732

(End of AIR CARRIER SUMMARY INDEX by OPERATOR Report)

THIS WEEKS PARTICIPANTS BY OPERATOR DESIGNATOR

4/12/98 To 4/18/98 ISSUE: 98-16 ZAC-326

<u>OPER. DESIG.</u>	<u>OPERATOR NAME</u>	<u>FAA DIST. OFF.</u>
A3L2	ALLIEDSIGNAL AEROSPACE	SW09
AALA	AMERICAN AIRLINES INC	SW07
ABXA	ABX AIR INC	GL23
AMWA	AIR MIDWEST INC	CE07
ASAA	ALASKA AIRLINES INC	NM01
AWXA	AMERICA WEST AIRLINES INC	WP28
C2XA	CONTINENTAL EXPRESS INC	SW09
CALA	CONTINENTAL AIRLINES INC	SW09
CICA	PARADISE ISLAND AIRLINES INC	SO17
CKSA	AMERICAN INTERNATIONAL AIRWAYS INC	GL23
CLCA	CHALLENGE AIR CARGO INC	SO19
COMA	COMAIR INC	SO01
CX7A	CHICAGO EXPRESS AIRLINES INC	GL03
DALA	DELTA AIR LINES INC	SO27
DXTR	EXECUTIVE JET SALES INC	GL07
EF2R	ASTRAEA AVIATION SERVICES INC	SW05
EISA	EXPRESS ONE INTERNATIONAL INC	SW07
FDEA	FEDERAL EXPRESS CORP	SO25
FXLA	FINE AIRLINES INC	SO19
G6OA	GEMINI AIR CARGO LLC	EA27
GAIA	KITTY HAWK AIRCARGO INC	SW07
GQFG	GARRETT FLYING SERVICE	SW09
GUUA	GULFSTREAM INTERNATIONAL AIRLINES I	SO19
HALA	HAWAIIAN AIRLINES INC	WP13
IPXA	UNITED PARCEL SERVICE CO	SO01
JR2R	AAR OKLAHOMA INC	SW15
K3HA	KIWI INTERNATIONAL AIRLINES	EA25
KC2R	AIRCRAFT SYSTEMS INC	GL03
KI2R	COLLINS FLIGHT OPERATIONS	CE01
MALA	MESABA AVIATION INC	GL15
MWEA	MIDWEST EXPRESS AIRLINES INC	GL31
MZZA	CONTINENTAL MICRONESIA INC	WP13
NOCA	NORTH AMERICAN AIRLINES	EA15
NWAA	NORTHWEST AIRLINES INC	GL01
ORJA	RENO AIR INC	WP11
P5CA	POLAR AIR CARGO INC	WP23

<u>OPER. DESIG.</u>	<u>OPERATOR NAME</u>	<u>FAA DIST. OFF.</u>
QXEA	HORIZON AIR INDUSTRIES INC	NM09
RAAA	REEVE ALEUTIAN AIRWAYS INC	AL03
REXA	EXPRESS AIRLINES I INC	SO25
RRXA	EMERY WORLDWIDE AIRLINES INC	WP15
RYNA	RYAN INTERNATIONAL AIRLINES INC	CE07
SCNA	SUN COUNTRY AIRLINES INC	GL15
SIMA	SIMMONS AIRLINES INC	SW21
SWIA	SKYWEST AIRLINES INC	NM07
TAOA	SHUTTLE INC	EA15
TSAA	ALOHA AIRLINES INC	WP13
TWAA	TRANS WORLD AIRLINES INC	CE05
TWRA	TOWER AIR INC	EA15
UALA	UNITED AIR LINES INC	WP29
USAA	USAIR INC	EA19
VJ6A	VALUJET AIRLINES INC	SO11
VNAA	PSA AIRLINES INC	GL07
VTZA	ATLANTIC COAST AIRLINES	EA27
WRLA	WORLD AIRWAYS INC	EA27
WTAA	WESTAIR COMMUTER AIRLINES INC	WP17
WWMA	WINGS WEST AIRLINES INC	WP15
XC4R	FUTURE AVIATION INC	SO19
Y2PA	USA JET AIRLINES INC	GL23
ZZDA	AIRTRAN AIRWAYS INC	SO11
ZZDA	AIRTRAN AIRWAYS INC	SO15

(End of THIS WEEKS PARTICIPANTS BY OPERATOR DESIGNATOR Report)

JOINT AIRCRAFT SYSTEM/COMPONENT CODE TABLE

PREFACE

The Joint Aircraft System/Component (JASC) Code Table is a modified version of the Air Transport Association of America (ATA), Specification 100 code. It was developed by the Federal Aviation Administration's (FAA), Aviation Data Systems Branch (AFS-620). Technical support was provided by the Galaxy Scientific Corporation, and various representatives of the air carrier and general aviation community.

Over the past four years, the JASC format of the ATA Spec 100 code has gained widespread industry acceptance. In a harmonized effort, the FAA's counterparts in Australia and Canada have adopted the JASC code with only a few exceptions. Some Canadian aircraft manufacturers have also recently adopted this new standard.

This code table is constructed by using the new JASC four (4) digit code, along with an abbreviated code title. The abbreviated titles have been modified in some cases to clarify the intended use of the accompanying code. This table can be used as a quick reference chart, to assist in the coding and review of aircraft structures or systems data (i.e., Service Difficulty Report (SDR), Accident/Incident Report).

The current coding scheme used in the JASC code was introduced in May 1991, for the technical classification of SDR's. Its predecessor, the FAA aircraft system/component code, was a similar but more complex eight-digit code which was developed over 25 years ago. It was constructed around the computer technology of that period. It consisted of a four digit numerical code plus a four alpha character code to make data retrieval possible. Since that time, computer technology has advanced many fold. Reducing the code from eight to four characters simplifies coding, and in some cases, makes JASC coding match the ATA Specification 100 first three digits, which are used to identify aircraft systems. The ATA code does not reference the fourth digit, so it is free to be used for identifying components.

The JASC code aircraft structural section has increased due to problems inherent with aging aircraft. As an example, FAA code 5301 SXBD was expanded to 20 items due to the high rate of reporting in this area (8021 structural reports were received in 1989). In some instances, there was very little reporting and codes were combined into other systems if the safety impact was not significant. The overall reduction in codes has been from 568 FAA codes to 488 JASC codes, with the significant increase being in the structural area as stated earlier.

The JASC code divides the engine section into two major code groups to separate the turbine and reciprocating engines. The codes for the turbine engines are in JASC Chapter 72, Turbine/Turboprop Engine. The codes for the reciprocating engines are now exclusively found in JASC Chapter 85, Reciprocating Engine.

The other major deviation from ATA Spec 100 is in ATA section 2730, specifically involves the stall warning system. Early technology (primarily on smaller aircraft) directly linked the sensing of flight attitude to one of the components which furnished the means of manually controlling the flight attitude characteristics (elevator). Today, most large transport category aircraft utilize electronic units to sense the change in the environmental condition called stall, and use the data to influence navigation. ATA section 3410, Flight Environment Data, includes high speed warning in its code definition. Stall warning (low speed) is the reciprocal term of high speed warning, so its filing under the same code appears more logical. Thus, with the JASC code it was decided to move the stall warning system to Chapter 34 under the separate code JASC code 3418, Stall Warning System.

The FAA is continuing to pursue worldwide involvement from operators and manufacturers in addressing the need for international standardization of aircraft system/component codes. The ultimate goal is to develop a universal aircraft/component numbering standard which can be used in the manufacturer's maintenance manual, wiring diagram manual, system manuals and illustrated parts catalog. This harmonized standard must be a usable standard for the aircraft manufacturers, air carrier operators and the general aviation community.

We welcome comments and feedback regarding the possible forming of working groups to achieve this long range consideration of possibly harmonizing the ATA Specification 100 code and the JASC code. Comments may be directed to the FAA, Aviation Data Sytem Branch, AFS-620, P.O. Box 25082, Oklahoma City, OK 73125.

JOINT AIRCRAFT SYSTEM/COMPONENT CODE TABLE

JASC/ TITLE

11 PLACARDS AND MARKINGS

1100 PLACARDS AND MARKINGS

12 SERVICING

1210 FUEL SERVICING
1220 OIL SERVICING
1230 HYDRAULIC FLUID SERVICING
1240 COOLANT SERVICING

18 HELICOPTER VIBRATION

1800 HELICOPTER VIB/NOISE ANALYSIS
1810 HELICOPTER VIBRATION ANALYSIS
1820 HELICOPTER NOISE ANALYSIS

21 AIR CONDITIONING

2100 AIR CONDITIONING SYSTEM
2110 CABIN COMPRESSOR SYSTEM
2120 AIR DISTRIBUTION SYSTEM
2121 AIR DISTRIBUTION FAN
2130 CABIN PRESSURE CONTROL SYSTEM
2131 CABIN PRESSURE CONTROLLER
2132 CABIN PRESSURE INDICATOR
2133 PRESSURE REGUL/OUTFLOW VALVE
2134 CABIN PRESSURE SENSOR
2140 HEATING SYSTEM
2150 CABIN COOLING SYSTEM
2160 CABIN TEMPERATURE CONTROL SYSTEM
2161 CABIN TEMPERATURE CONTROLLER
2162 CABIN TEMPERATURE INDICATOR
2163 CABIN TEMPERATURE SENSOR
2170 HUMIDITY CONTROL SYSTEM

22 AUTO FLIGHT

2200 AUTO FLIGHT SYSTEM
2210 AUTOPILOT SYSTEM
2211 AUTOPILOT COMPUTER
2212 ALTITUDE CONTROLLER
2213 FLIGHT CONTROLLER
2214 AUTOPILOT TRIM INDICATOR
2215 AUTOPILOT MAIN SERVO
2216 AUTOPILOT TRIM SERVO
2220 SPEED-ATTITUDE CORRECT. SYSTEM
2230 AUTO THROTTLE SYSTEM
2250 AERODYNAMIC LOAD ALLEVIATING

23 COMMUNICATIONS

2300 COMMUNICATIONS SYSTEM
2310 HF COMMUNICATION SYSTEM
2311 UHF COMMUNICATION SYSTEM
2312 VHF COMMUNICATION SYSTEM
2320 DATA TRANSMISSION AUTO CALL
2330 ENTERTAINMENT SYSTEM
2340 INTERPHONE & PA SYSTEM
2350 AUDIO INTEGRATING SYSTEM
2360 STATIC DISCHARGE SYSTEM
2370 AUDIO/VIDEO MONITORING

24 ELECTRICAL POWER

2400 ELECTRICAL POWER SYSTEM
2410 ALTERNATOR-GENERATOR DRIVE
2420 AC GENERATION SYSTEM
2421 AC GENERATOR-ALTERNATOR
2422 AC INVERTER
2423 PHASE ADAPTER

24 ELECTRICAL POWER CONT'D

2424 AC REGULATOR
2425 AC INDICATING SYSTEM
2430 DC GENERATING SYSTEM
2431 BATTERY OVERHEAT WARN. SYSTEM
2432 BATTERY/CHARGER SYSTEM
2433 DC RECTIFIER-CONVERTER
2434 DC GENERATOR-ALTERNATOR
2435 STARTER-GENERATOR
2436 DC REGULATOR
2437 DC INDICATING SYSTEM
2440 EXTERNAL POWER SYSTEM
2450 AC POWER DISTRIBUTION SYSTEM
2460 DC POWER/DISTRIBUTION SYSTEM

25 EQUIPMENT/FURNISHINGS

2500 CABIN EQUIPMENT/FURNISHINGS
2510 FLIGHT COMPARTMENT EQUIPMENT
2520 PASSENGER COMPARTMENT EQUIPMENT
2530 BUFFET/GALLEYS
2540 LAVATORIES
2550 CARGO COMPARTMENTS
2551 AGRICULTURAL SPRAY SYSTEM
2560 EMERGENCY EQUIPMENT
2561 LIFE JACKET
2562 EMERGENCY LOCATOR BEACON
2563 PARACHUTE
2564 LIFE RAFT
2565 ESCAPE SLIDE
2570 ACCESSORY COMPARTMENT
2571 BATTERY BOX STRUCTURE
2572 ELECTRONIC SHELF SECTION

26 FIRE PROTECTION

2600 FIRE PROTECTION SYSTEM
2610 DETECTION SYSTEM
2611 SMOKE DETECTION
2612 FIRE DETECTION
2613 OVERHEAT DETECTION
2620 EXTINGUISHING SYSTEM
2621 FIRE BOTTLE, FIXED
2622 FIRE BOTTLE, PORTABLE

27 FLIGHT CONTROLS

2700 FLIGHT CONTROL SYSTEM
2701 CONTROL COLUMN SECTION
2710AILERON CONTROL SYSTEM
2711AILERON TAB CONTROL SYSTEM
2720 RUDDER CONTROL SYSTEM
2721 RUDDER TAB CONTROL SYSTEM
2722 RUDDER ACTUATOR
2730 ELEVATOR CONTROL SYSTEM
2731 ELEVATOR TAB CONTROL SYSTEM
2740 STABILIZER CONTROL SYSTEM
2741 STABILIZER POSITION INDICATING
2742 STABILIZER ACTUATOR
2750 TE FLAP CONTROL SYSTEM
2751 TE FLAP POSITION IND. SYSTEM
2752 TE FLAP ACTUATOR
2760 DRAG CONTROL SYSTEM
2761 DRAG CONTROL ACTUATOR
2770 GUST LOCK/DAMPER SYSTEM
2780 LE FLAP CONTROL SYSTEM
2781 LE FLAP POSITION IND. SYSTEM
2782 LE FLAP ACTUATOR

28 FUEL

2800 AIRCRAFT FUEL SYSTEM
2810 FUEL STORAGE
2820 ACFT FUEL DISTRIB. SYSTEM
2821 ACFT FUEL FILTER/STRAINER
2822 FUEL BOOST PUMP
2823 FUEL SELECTOR/SHUTOFF VALVE
2824 FUEL TRANSFER VALVE
2830 FUEL DUMP SYSTEM
2840 ACFT FUEL INDICATING
2841 FUEL QUANTITY INDICATOR
2842 FUEL QUANTITY SENSOR
2843 FUEL TEMPERATURE INDICATING
2844 FUEL PRESSURE INDICATOR

29 HYDRAULIC POWER

2900 HYDRAULIC POWER SYSTEM
2910 HYDRAULIC, MAIN SYSTEM
2911 HYDRAULIC POWER-ACCUMULATOR-MAIN
2912 HYDRAULIC FILTER-MAIN SYSTEM
2913 HYDRAULIC PUMP. ELECT-ENG.-MAIN
2914 HYDRAULIC HANDPUMP-MAIN
2915 HYDRAULIC PRESSURE RELIEF VLV-MAIN
2916 HYDRAULIC RESERVOIR-MAIN
2917 HYDRAULIC PRESSURE REGULATOR-MAIN
2920 HYDRAULIC, AUXILIARY SYSTEM
2921 HYDRAULIC ACCUMULATOR-AUXILIARY
2922 HYDRAULIC FILTER-AUXILIARY
2923 HYDRAULIC PUMP-AUXILIARY
2925 HYDRAULIC PRESSURE RELIEF-AUXILIARY
2926 HYDRAULIC RESERVOIR-AUXILIARY
2927 HYDRAULIC PRESSURE REGULATOR-AUX.
2930 HYDRAULIC SYSTEM INDICATING
2931 HYDRAULIC PRESSURE INDICATOR
2932 HYDRAULIC PRESSURE SENSOR
2933 HYDRAULIC QUANTITY INDICATOR
2934 HYDRAULIC QUANTITY SENSOR

30 ICE AND RAIN PROTECTION

3000 ICE/RAIN PROTECTION SYSTEM
3010 AIRFOIL ANTI/DE-ICE SYSTEM
3020 AIR INTAKE ANTI/DE-ICE SYSTEM
3030 PITOT/STATIC ANTI-ICE SYSTEM
3040 WINDSHIELD/DOOR RAIN/ICE REMOVAL
3050 ANTENNA/RADOME ANTI-ICE/DE-ICE SYSTEM
3060 PROP/ROTOR ANTI-ICE/DE-ICE SYSTEM
3070 WATER LINE ANTI-ICE SYSTEM
3080 ICE DETECTION

31 INSTRUMENTS

3100 INDICATING/RECORDING SYSTEM
3110 INSTRUMENT PANEL
3120 INDEPENDENT INSTRUMENTS (CLOCK, ETC.)
3130 DATA RECORDERS (FLT/MAINT)
3140 CENTRAL COMPUTERS (EICAS)
3150 CENTRAL WARNING
3160 CENTRAL DISPLAY
3170 AUTOMATIC DATA

32 LANDING GEAR

3200 LANDING GEAR SYSTEM
3201 LANDING GEAR/WHEEL FAIRING
3210 MAIN LANDING GEAR
3211 MAIN LANDING GEAR ATTACH SECTION
3212 EMERGENCY FLOTATION SECTION
3213 MAIN LANDING GEAR STRUT/AXLE/TRUCK
3220 NOSE/TAIL LANDING GEAR
3221 NOSE/TAIL LANDING GEAR ATTACH SECTION
3222 NOSE/TAIL LANDING GEAR STRUT/AXLE
3230 LANDING GEAR RETRACT/EXT. SYSTEM
3231 LANDING GEAR DOOR RETRACT SECTION
3232 LANDING GEAR DOOR ACTUATOR
3233 LANDING GEAR ACTUATOR
3234 LANDING GEAR SELECTOR
3240 LANDING GEAR BRAKE SYSTEM
3241 BRAKE ANTI-SKID SECTION
3242 BRAKE
3243 MASTER CYL/BRAKE VALVE
3244 TIRE
3245 TIRE TUBE
3246 WHEEL/SKI/FLOAT
3250 LANDING GEAR STEERING SYSTEM
3251 STEERING UNIT
3252 SHIMMY DAMPER
3260 LANDING GEAR POSITION & WARNING
3270 AUXILIARY GEAR (TAIL SKID)

33 LIGHTS

3300 LIGHTING SYSTEM
3310 FLIGHT COMPARTMENT LIGHTING
3320 PASSENGER COMPARTMENT LIGHTING
3330 CARGO COMPARTMENT LIGHTING
3340 EXTERIOR LIGHTING
3350 EMERGENCY LIGHTING

34 NAVIGATION

3400 NAVIGATION SYSTEM
3410 FLIGHT ENVIRONMENT DATA
3411 PITOT/STATIC SYSTEM
3412 OUTSIDE AIR TEMP. IND./SENSOR
3413 RATE OF CLIMB INDICATOR
3414 AIRSPEED/MACH INDICATING
3415 HIGH SPEED WARNING
3416 ALTIMETER, BAROMETRIC/ENCODER

34 NAVIGATION CONT'D

3417 AIR DATA COMPUTER
3418 STALL WARNING SYSTEM
3420 ATTITUDE AND DIRECTION DATA SYSTEM
3421 ATTITUDE GYRO & IND. SYSTEM
3422 DIRECTIONAL GYRO & IND. SYSTEM
3423 MAGNETIC COMPASS
3424 TURN & BANK/RATE OF TURN INDICATOR
3425 INTEGRATED FLT. DIRECTOR SYSTEM
3430 LANDING & TAXI AIDS
3431 LOCALIZER/VOR SYSTEM
3432 GLIDE SLOPE SYSTEM
3433 MICROWAVE LANDING SYSTEM
3434 MARKER BEACON SYSTEM
3435 HEADS UP DISPLAY SYSTEM
3436 WIND SHEAR DETECTION SYSTEM
3440 INDEPENDENT POS. DETERMINING SYSTEM
3441 INERTIAL GUIDANCE SYSTEM
3442 WEATHER RADAR SYSTEM
3443 DOPPLER SYSTEM
3444 GROUND PROXIMITY SYSTEM
3445 AIR COLLISION AVOIDANCE SYSTEM (TCAS)
3446 NON RADAR WEATHER SYSTEM
3450 DEPENDENT POSITION DETERMINING SYSTEM
3451 DME/TACAN SYSTEM
3452 ATC TRANSPONDER SYSTEM
3453 LORAN SYSTEM
3454 VOR SYSTEM
3455 ADF SYSTEM
3456 OMEGA NAVIGATION SYSTEM
3457 GLOBAL POSITIONING SYSTEM
3460 FLIGHT MANAGE. COMPUTING SYSTEM

35 OXYGEN

3500 OXYGEN SYSTEM
3510 CREW OXYGEN SYSTEM
3520 PASSENGER OXYGEN SYSTEM
3530 PORTABLE OXYGEN SYSTEM

36 PNEUMATIC

3600 PNEUMATIC SYSTEM
3610 PNEUMATIC DISTRIBUTION SYSTEM
3620 PNEUMATIC INDICATING SYSTEM

37 VACUUM

3700 VACUUM SYSTEM
3710 VACUUM DISTRIBUTION SYSTEM
3720 VACUUM INDICATING SYSTEM

38 WATER/WASTE

3800 WATER & WASTE SYSTEM
3810 POTABLE WATER SYSTEM
3820 WASH WATER SYSTEM
3830 WASTE DISPOSAL SYSTEM
3840 AIR SUPPLY (WATER PRESS. SYSTEM)

45 CENTRAL MAINT. SYSTEM

4500 CENTRAL MAINT. COMPUTER

49 AIRBORNE AUXILIARY POWER

4900 AIRBORNE APU SYSTEM
4910 APU COWLING/CONTAINMENT
4920 APU CORE ENGINE
4930 APU ENGINE FUEL & CONTROL
4940 APU START/IGNITION SYSTEM
4950 APU BLEED AIR SYSTEM
4960 APU CONTROLS
4970 APU INDICATING SYSTEM
4980 APU EXHAUST SYSTEM
4990 APU OIL SYSTEM

51 STANDARD PRACTICES/STRUCTURES

5100 STANDARD PRACTICES/STRUCTURES
5101 AIRCRAFT STRUCTURES
5102 BALLOON REPORTS

52 DOORS

5200 DOORS
5210 PASSENGER/CREW DOORS
5220 EMERGENCY EXIT
5230 CARGO/BAGGAGE DOORS
5240 SERVICE DOORS
5241 GALLEY DOORS
5242 E/E COMPARTMENT DOORS
5243 HYDRAULIC COMPARTMENT DOORS
5244 ACCESSORY COMPARTMENT DOORS
5245 AIR CONDITIONING COMPART. DOORS
5246 FLUID SERVICE DOORS

5247 APU DOORS
5248 TAIL CONE DOORS
5250 FIXED INNER DOORS
5260 ENTRANCE STAIRS
5270 DOOR WARNING SYSTEM
5280 LANDING GEAR DOORS

53 FUSELAGE

5300 FUSELAGE STRUCTURE (GENERAL)
5301 AERIAL TOW EQUIPMENT
5302 ROTORCRAFT TAIL BOOM
5310 FUSELAGE MAIN STRUCTURE
5311 FUSELAGE MAIN FRAME
5312 FUSELAGE MAIN BULKHEAD
5313 FUSELAGE MAIN LONGERON/STRINGER
5314 FUSELAGE MAIN KEEL
5315 FUSELAGE MAIN FLOOR BEAM
5320 FUSELAGE MISCELLANEOUS STRUCTURE
5321 FUSELAGE FLOOR PANEL
5322 FUSELAGE INTERNAL MOUNT STRUCTURE
5323 FUSELAGE INTERNAL STAIRS
5324 FUSELAGE FIXED PARTITIONS
5330 FUSELAGE MAIN PLATE/SKIN
5340 FUSELAGE MAIN ATTACH FITTINGS
5341 WING ATTACH FITTINGS (ON FUSELAGE)
5342 STABILIZER ATTACH FITTINGS
5343 LANDING GEAR ATTACH FITTINGS
5344 FUSELAGE DOOR HINGES
5345 FUSELAGE EQUIPMENT ATTACH FITTINGS
5346 POWERPLANT ATTACH FITTINGS
5347 SEAT/CARGO ATTACH FITTINGS
5350 FUSELAGE AERODYNAMIC FAIRINGS

54 NACELLES/PYLONS

5400 NACELLE/PYLON STRUCTURE
5410 MAIN FRAME (ON NACELLE/PYLON)
5411 FRAME/SPAR/RIB(NACELLE/PYLON)
5412 BULKHEAD/FIREWALL (NAC/PYLON)
5413 LONGERON/STRINGER (NAC/PYLON)
5414 PLATE SKIN (NAC/PYLONS)
5415 ATTACH FITTINGS (NAC/PYLON)

55 STABILIZERS

5500 EMPENNAGE STRUCTURE
5510 HORIZONTAL STABILIZER STRUCTURE
5511 HORIZONTAL STABILIZER SPAR/RIB
5512 HORIZONTAL STABILIZER PLATE/SKIN
5513 HORIZONTAL STABILIZER TAB STRUCTURE
5520 ELEVATOR STRUCTURE

55 STABILIZERS CONT'D

5521 ELEVATOR SPAR/RIB STRUCTURE
5522 ELEVATOR PLATES/SKIN STRUCTURE
5523 ELEVATOR TAB STRUCTURE
5530 VERTICAL STABILIZER STRUCTURE
5531 VERTICAL STABILIZER SPAR/RIB STRUCTURE
5532 VERTICAL STABILIZER PLATES/SKIN
5533 VENTRAL STRUCTURE (ON VERT. STAB)
5540 RUDDER STRUCTURE
5541 RUDDER SPAR/RIB STRUCTURE
5542 RUDDER PLATE/SKIN STRUCTURE
5543 RUDDER TAB STRUCTURE
5550 EMPENNAGE FLT. CONT. ATTACH FITTING
5551 HORIZONTAL STABILIZER ATTACH FITTING
5552 ELEVATOR/TAB ATTACH FITTINGS
5553 VERT. STAB. ATTACH FITTINGS
5554 RUDDER/TAB ATTACH FITTINGS

56 WINDOWS

5600 WINDOW/WINDSHIELD SYSTEM
5610 FLIGHT COMPARTMENT WINDOWS
5620 PASSENGER COMPARTMENT WINDOWS
5630 DOOR WINDOWS
5640 INSPECTION WINDOWS

57 WINGS

5700 WING STRUCTURE
5710 WING MAIN FRAME STRUCTURE
5711 WING SPAR STRUCTURE
5712 WING RIB STRUCTURE
5713 WING LONGERON/STRINGER
5714 WING CENTER BOX
5720 WING MISCELLANEOUS STRUCTURE
5730 WING PLATES/SKINS
5740 WING ATTACH FITTINGS
5741 WING, FUSELAGE ATTACH FITTINGS
5742 WING, NAC/PYLON ATTACH FITTINGS
5743 WING, LANDING GEAR ATTACH FITTINGS
5744 CONTROL SURFACE ATTACH FITTINGS
5750 WING CONTROL SURFACE STRUCTURE
5751 AILERON STRUCTURE
5752 AILERON TAB STRUCTURE
5753 TE FLAP STRUCTURE
5754 LEADING EDGE DEVICE STRUCTURE
5755 SPOILER STRUCTURE

61 PROPELLERS/PROPULSORS

6100 PROPELLER SYSTEM
6110 PROPELLER ASSEMBLY
6111 PROPELLER BLADE SECTION
6112 PROPELLER DE-ICE BOOT SECTION
6113 PROPELLER SPINNER SECTION
6114 PROPELLER HUB SECTION
6120 PROPELLER CONTROL SYSTEM
6121 PROPELLER SYNCHRONIZER SECTION
6122 PROPELLER GOVERNOR
6123 PROPELLER FEATHERING/REVERSING
6130 PROPELLER BRAKING
6140 PROPELLER INDICATING SYSTEM

62 MAIN ROTOR

6200 MAIN ROTOR SYSTEM
6210 MAIN ROTOR BLADES
6220 MAIN ROTOR HEAD
6230 MAIN ROTOR MAST/SWASHPLATE
6240 MAIN ROTOR INDICATING SYSTEM

63 MAIN ROTOR DRIVE

6300 MAIN ROTOR DRIVE SYSTEM
6310 ENGINE/TRANSMISSION COUPLING
6320 MAIN ROTOR GEARBOX
6321 MAIN ROTOR BRAKE
6322 ROTORCRAFT COOLING FAN SYSTEM
6330 MAIN ROTOR TRANSMISSION MOUNT
6340 ROTOR DRIVE INDICATING SYSTEM

64 TAIL ROTOR

6400 TAIL ROTOR SYSTEM
6410 TAIL ROTOR BLADE
6420 TAIL ROTOR HEAD
6440 TAIL ROTOR INDICATING SYSTEM

65 TAIL ROTOR DRIVE

6500 TAIL ROTOR DRIVE SYSTEM
6510 TAIL ROTOR DRIVE SHAFT
6520 TAIL ROTOR GEARBOX
6540 TAIL ROTOR DRIVE INDICATING SYSTEM

67 ROTORS FLIGHT CONTROL

6700 ROTORCRAFT FLIGHT CONTROL
6710 MAIN ROTOR CONTROL
6711 TILT ROTOR FLIGHT CONTROL
6720 TAIL ROTOR CONTROL SYSTEM
6730 ROTORCRAFT SERVO SYSTEM

71 POWERPLANT

7100 POWERPLANT SYSTEM
7110 ENGINE COWLING SYSTEM
7111 COWL FLAP SYSTEM
7112 ENGINE AIR BAFFLE SECTION
7120 ENGINE MOUNT SECTION
7130 ENGINE FIRESEALS
7160 ENGINE AIR INTAKE SYSTEM
7170 ENGINE DRAINS

72 TURBINE/TURBOPROP ENGINE

7200 ENGINE (TURBINE/TURBOPROP)
7210 TURBINE ENGINE REDUCTION GEAR
7220 TURBINE ENGINE AIR INLET SECTION
7230 TURBINE ENGINE COMPRESSOR SECTION
7240 TURBINE ENGINE COMBUSTION SECTION
7250 TURBINE SECTION
7260 TURBINE ENGINE ACCESSORY DRIVE
7261 TURBINE ENGINE OIL SYSTEM
7270 TURBINE ENGINE BYPASS SECTION

73 ENGINE FUEL & CONTROL

7300 ENGINE FUEL & CONTROL
7310 ENGINE FUEL DISTRIBUTION
7311 ENGINE FUEL-OIL COOLER
7312 FUEL HEATER
7313 FUEL INJECTOR NOZZLE
7314 ENGINE FUEL PUMP
7320 FUEL CONTROLLING SYSTEM
7321 FUEL CONTROL/ELECTRONIC
7322 FUEL CONTROL/CARBURETOR
7323 TURBINE GOVERNOR
7324 FUEL DIVIDER
7330 ENGINE FUEL INDICATING SYSTEM
7331 FUEL FLOW INDICATING
7332 FUEL PRESSURE INDICATING
7333 FUEL FLOW SENSOR
7334 FUEL PRESSURE SENSOR

74 IGNITION

7400 IGNITION SYSTEM
7410 IGNITION POWER SUPPLY
7411 LOW TENSION COIL
7412 EXCITER
7413 INDUCTION VIBRATOR
7414 MAGNETO/DISTRIBUTOR
7420 IGNITION HARNESS (DISTRIBUTION)
7421 SPARK PLUG/IGNITER
7430 IGNITION SWITCHING

75 AIR

7500 ENGINE BLEED AIR SYSTEM
7510 ENGINE ANTI-ICING SYSTEM
7520 ENGINE COOLING SYSTEM
7530 COMPRESSOR BLEED CONTROL
7531 COMPRESSOR BLEED GOVERNOR
7532 COMPRESSOR BLEED VALVE
7540 BLEED AIR INDICATING SYSTEM

76 ENGINE CONTROLS

7600 ENGINE CONTROLS
7601 ENGINE SYNCHRONIZING
7602 MIXTURE CONTROL
7603 POWER LEVER
7620 ENGINE EMERGENCY SHUTDOWN SYSTEM

77 ENGINE INDICATING

7700 ENGINE INDICATING SYSTEM
7710 POWER INDICATING SYSTEM
7711 ENGINE PRESSURE RATIO (EPR)
7712 ENGINE BMEP/TORQUE INDICATING
7713 MANIFOLD PRESSURE (MP) INDICATING
7714 ENGINE RPM INDICATING SYSTEM
7720 ENGINE TEMP. INDICATING SYSTEM
7721 CYLINDER HEAD TEMP (CHT) INDICATING
7722 ENG. EGT/TIT INDICATING SYSTEM
7730 ENGINE IGNITION ANALYZER SYSTEM
7731 ENGINE IGNITION ANALYZER
7732 ENGINE VIBRATION ANALYZER
7740 ENGINE INTEGRATED INSTRUMENT SYSTEM

78 ENGINE EXHAUST

7800 ENGINE EXHAUST SYSTEM
7810 ENGINE COLLECTOR/TAILOPIPE/NOZZLE
7820 ENGINE NOISE SUPPRESSOR
7830 THRUST REVERSER

79 ENGINE OIL

7900 ENGINE OIL SYSTEM (AIRFRAME)
7910 ENGINE OIL STORAGE (AIRFRAME)
7920 ENGINE OIL DISTRIBUTION (AIRFRAME)
7921 ENGINE OIL COOLER
7922 ENGINE OIL TEMP. REGULATOR
7923 OIL SHUTOFF VALVE
7930 ENGINE OIL INDICATING SYSTEM
7931 ENGINE OIL PRESSURE
7932 ENGINE OIL QUANTITY
7933 ENGINE OIL TEMPERATURE

80 STARTING

8000 ENGINE STARTING SYSTEM
8010 ENGINE CRANKING
8011 ENGINE STARTER
8012 ENGINE START VALVES/CONTROLS

81 TURBOCHARGING

8100 EXHAUST TURBINE SYSTEM (RECIP)
8110 POWER RECOVERY TURBINE (RECIP)
8120 EXHAUST TURBOCHARGER

82 WATER INJECTION

8200 WATER INJECTION SYSTEM

83 ACCESSORY GEARBOXES

8300 ACCESSORY GEARBOXES

85 RECIPROCATING ENGINE

8500 ENGINE (RECIPROCATING)
8510 RECIPROCATING ENGINE FRONT SECTION
8520 RECIPROCATING ENGINE POWER SECTION

8530 RECIPROCATING ENGINE CYLINDER SECTION
8540 RECIPROCATING ENGINE REAR SECTION
8550 RECIPROCATING ENGINE OIL SYSTEM

MECHANICS CREED

UPON MY HONOR I swear that I shall hold in sacred trust the rights and privileges conferred upon me as a certified mechanic. Knowing full well that the safety and lives of others are dependent upon my skill and judgment, I shall never knowingly subject others to risks which I would not be willing to assume for myself, or for those dear to me.

IN DISCHARGING this trust, I pledge myself never to undertake work or approve work which I feel to be beyond the limits of my knowledge; nor shall I allow any non-certificated superior to persuade me to approve aircraft or equipment as airworthy against my better judgment; nor shall I permit my judgment to be influenced by money or other personal gain; nor shall I pass as airworthy aircraft or equipment about which I am in doubt, either as a result of direct inspection or uncertainty regarding the ability of others who have worked on it to accomplish their work satisfactorily.

I REALIZE the grave responsibility which is mine as a certified airman, to exercise my judgment on the airworthiness of aircraft and equipment. I, therefore, pledge unyielding adherence to these precepts for the advancement of aviation and for the dignity of my vocation.